SHARES IN MINES.—FOR SALE (only a few remaining) in the following well-consucted Mines, but which, not being speculative, are not so generally known to the public, and will, therefore, he sold at a low price:

Four 190ths in Copper Bottom.

Twenty 200ths in Relistian.

Twenty 200ths in Relistian.

Twenty 600ths in The Copt.

Twenty 600ths in Tamar Consuls.

And shares in most of the English MINES and RAILWAYS, at the Office of CHARLES MANN, share broker, 7, Old Broad-street.

HARES IN MINIS. — WILLIAM TRENERY, jun., Mind Agent and Sh re Broker, com Redruth, Cornwall, most respectfully informs his friends and the public, be has on sale Shares in the most productive Mines which are paying excellent dv deness; and he further assures those parties who may favour him with their commands, they may rely upon his utmost to promote

may favour him with their continues their interests.

Letters addressed, 7 o it paid, to him at 50, Threadneedle-street, London,

Letters addressed, to 6 paid, to him at 50, Threads punctually attended to.

-128th in Wheal Kitty.
-64th in Seath Wheal Basset,
-128th in Wheal Providence.
-64th in Wheal Union.
-64th in Wheal Union.
-64th in Wheal Union.
-63 ditto in Redruth United.
-728th in Wheal Tolgas.
-73th in Wheal Tolgas.
-73th in Wheal Tolgas.
-73th in Wheal Kitty.
-73th North Wheal Kitty.
-74th in Letth in 1-128th i 1-90th in Marazion Mines.
50 Treieigh Consobs.
4-250ths in East Relistian.
1-100th in Settun.
2-200ths jn Wheal Triumph.
20 Albion Mines.
15 Trevolgus.
1-70th in Wheal Budwick.
1-64th in Hallanbeagle.
1-128th in North Doicoath.
mines too numerous to insert.

VALUABLE MINES.—To be Sold by Private Contract, ALL ALUABLE MISES.—To be Sold by Frivate Contract, And THE MISES of THICK COAL, with or without the Heathen Coal, Gubbin, Ironstone, and White Ironstone, in and under an estate called THE YEW TREE FARM, in the parish of Rowley-Regis, in the county of Stafford, containing Thirtyone arres or thereabouts, within 150 yards of the Notherton Canal. For further particulars, application may be made to T. G. Bourne, Esq., solicitor, or C. Cartwright,

RAILWAY and MINE SHARES.—For Sale or Purchase, apply to James Stevens, share-broker, Flymouth, who has for sale shares in the Exersia and Plymouth Railway Company, and in the following Mines:—East Wheel Alfred, Soell's Wheel Brothers, West Wheel Brothers, Howelence, Moryah and Zenor, East Gess Moor, Wheel Richmond, Wheel Stein, Copper Bottom, Polperry Consols, East Wheel Strawberry, South Polsyooth, Wheel Gorge, East Wheel Fortune, Tregarva, Wheel Fanny, Cornwall Mining Company, Wheel Triumph, Wheel Faston, East Relistian, North Wheel Abram, Wheel Parmony and Mentage, and Wheel Silver: also 1.64th South Wheel Bassett, at £315, a decided bargain.

Shares in Castle an Dinas [15s. paid, 15s. pm.), 30s.

Letters to be post paid.

UNITED HILLS MINE.—To BE SOLD BY PRIVATE CON-tract by order of the Assignees of Bankrupts), FIFTY ORIGINAL SHARES in the above very lucrative adventure. For further particulars, apply (if by letter, post paid), to Mr. Henny Francis, share-broker, No. 57, Threadneedle-street; and to Mr. Girson, official assignee, 22, Basinghall-street, London.

TO PRACTICAL MECHANICS AND ENGINEERS.—

WANTED, in an extensive iron Works, a competent person to take the charge
and general superintendance of the Steam Engines, and Mills, and Machinery in
use in that Establishment. Albertal satisfy will be given to a person who can produce the requisite testimonials. Letters addressed, post-paid, to G. R. T. Union
Hotel, Charing-cross, London, on or before the 1st day of May, will mest with due
strendon.

WANTED, a STEAM-ENGINE of FIFTY-INCH Diameter Cylinder, on the newest principle, to be delivered at Combinartin, Bracombe. Tenders for the above, stating the time of selivery, will be recutif the 20th day of May next, addressed to Mr. John Bevington, Barnst Secretary to the Mine. All communications to be post paid.

TREWOLVAS COBALT, TIN, AND COPPER MINING COMPANY.—The certificates of shares in the Capital Stock of this Company are ready for delivery, on application, at the office, between the hours of 11 and 3. 12, Panerus-lane, April 28. C. F. KIRKMAN, Secretary.

A LBION COPPER MINING COMPANY.—A SPECIAL GENERAL MEETING of the Scripholders in this Company will be held at the Company's offices, Tokenhouse-yard, Lothbury, on THURSDAY, May 8, at One o'clock precisely: to take into consideration the expediency of a farther CALL of TEN SHILLINGS pershare—viz., Five Shillings on the 15th of May, and Five Shillings on the 15th of July next.

JOHN GRANT, Secretary, JOHN GRANT, Secretary.

COPIAPO MINING COMPANY.—Notice is hereby given, that the FIFTH PAYMENT of \$\preceq 2\$ [08. on the shares of the above Company, due on the 12th of May next, will NOT be CALLED FOR, and the Directors trust is will not be required; but should the whole or any part of the said Instalment be wanted at any future period, Thirty days' previous Notice will be given of the same.

By order of the Directors, 22, Austin-friars, April 19.

PRED. GRELLET, Sec.

DENOLES GOLD MINING ASSOCIATION.— Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the Properties will be held at the North and South American Coffee-house, on MONDAY, the 2d of May, at two O'clock precisely.

Office, 37, New Broad-street, London, April 2.

April 2.

K ERROW TIN MINING COMPANY.—Notice is hereby given, that the Directors have made a CALL of ONE POUND per share upon the shares in this Company, due the 20th inst, and which instalment will become payable at the Bankers, Sir John W. Lahbock, Bart., and Co., 1, Mansian house-atreet, on or before the 21st day of May next.

By order,

JOHN W. F. DALTON, Sec.

NORTH CORNWALL MINING ASSOCIATION. - The ORTH CORN WALL MINIOU ASSOCIATION.—The Directors of the North Cornwall Mining Company hereby give Notice, that CALL of TEN SHILLINGS per share has been made payable at the Banking, bosse of Means. Glyn, Hadilian, Mills, and Co., of, Lombard-street, on or before the 9th of May next. The Bankers' receipt, with the scrip certificate, to be brought to the office of the Company, that the payment may be also certificate. 12, George-yard, Lombard-street, April 18.

ORTH CONSOLIDATED COPPER MINING COMPANY

—The scrip holders are hereby informed, that the THIRD INSTALMENT
ONE POUND per share must be paid into the company's bankers, Messry. Bar
day, Beyan, Tritton, and Co., on or before the leth of next mouth. All shares on
which the mid-Instalment shall then remain anyalit will be flashle to foreign which
is, Lombard street Chambers, April 29. W. MILLS MIDWINTER, Sec.

DOYAL COPPER MINES OF CORRE - A SPECIAL OYAL COPPER MINES OF CORING. A SILECTAR GENERAL MERTING of Proprietors will be held at the Office of the Asso., No. 25, Austin Friars, on Friday, the 13th day of May next, at Two L precisely, for the purpose of electing an additional Director, in pursuance mannimum recommendation of the board of Directors,

By order of the court of Directors,

Austin Brian.

of Directors, the court of Directors, WILLIAM LECKIE, Secretary 26, Austin Friars.

ST. JOHN DEL REY MINING COMPANY.—The SIXTH ANNUAL GENERAL MEETING of the Proprieties of the St. John dei Ray ing Campany will be held at the Company's Office, No. 8, Tokenhouse-yard, blury, on THURSDAY, May 5, at One o'deek precisely.

Chis Meeting two Directors will be elected, in the place of two Directors who religible to be re-elected.

Tekenhouse-yard, Lothbury, April 5.

J. LUCKOMBE, Secretary.

J. LUCKOMBE, Secretary.

MEXICAN COMPANY.—The Directors hereby give Notice, that the ANNUAL GENERAL MEETING of Proprietors appointed to be held at this Office, on THURSDAY next, the 5th of May, the chair will be taken, and buildness comments at Twelve o'clock precisely, instead of One o'clock, as all patrocticed. ed. Inchester-street, April 29, 1806.

J. M. MAUDE, Secretary.

CAST CORNWALL SILVER MINING COMPANY.—Note the is hereby given, that a special GENERAL MENTING of the shareholders that company will be held on the 25th day of May next, at the London Taven, he city of London, at twelve for one o'clock precisely. Those pretinence who read the requisition for looking a meeting, are respectfully informed that it could take place on the 4th of May next, as that would not have allowed sufficient for the inotice to be advertised in the London and Cornish newspapers, agreed, by to the regulations of the company, nor sufficient time for managers to be seen with the general report and balance, sheet intended to be submitted to the

THE MINITOR REVIEW more exclusively devoted to Science, and, so far as in practicable, to render it unique by municrons Engravings and Wood-cuts.

Consultation particularly to Public Companies—Descriptive Notice of the Consultation and the Massive Josephs.

Consultation particularly to Public Companies having determined the Editor to render it unique by municrons Engravings and Wood-cuts.

Consultation particularly to Public Companies—Descriptive Notice of the Consultation and United Mess.

Consultation particularly to Public Companies—Descriptive Notice of the Consultation and United Mess.

The forthcoming Number of this work will univertitably be delayed a few days longer, in consequence of the numerous Wood-cuts required for illustrating several Original Papers; the publicating of the Maxima Journal, directing its attention particularly to Public Companien's haying determined the Editor to render the MINING REVIEW more exclusively devoted to Science, and, so far as is practicable, to render it unique by numerous Engravings and Wood-cuts.

Contents of No. VII. of the Miximo Ravigue:

Outonal Communications— On Mining-Companies—Descriptive Notice of the Consolidated and United Mines—Comparative Piers—Descriptive Notice of the Consolidated and United Mines—Comparative Piers—Descriptive Notice of the Consolidated and United Mines—Comparative Piers—and America—Parallel between the British glad Continental Methods of Copper Smelling—On the Geological Position of Revis, and on the Separation of Gold from the Ore at Gongo, in Brail—On the system of Analysiantion pursued at the Hackenda of San Pedro Nolasco, in Capitalpant—Address.—Mischalanka—Nocales of Researt Public Companies—New Companies of Researt Public Companies—New Companies professional Minima Papers.—New Companies professional Minima Distribute—Companies of Researt Public Companies—Conservonence From Minima Distribute—Appendix

THE MINING JOURNAL AND COMMERCIAL GAZETTE, THE MINING JOURNAL AND COMMERCIAL GROUPS, Miscrelley, and Metallurg combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Salors of Gen., Picca of Shares, Mines, Raisways, Canala, &c., with Parliamentary Summary, London Gracette, and mucoriginal and interesting Scientific Intelligence, &c., is published every Saturday and may be had of all newsymptons, in town and country.

Office, 12, Gougha-square, Freet-effect, London.

A MAP and SECTIONS of all the PRINCIPAL BEDS or SEAMS of COAL and IRONSTONE, brand in the Counties of Durby and Notlingham; showing also the principal Panits which interact the same in various directions, by Joan Gararros, Mineral Surveys, Post-office, Chesterfield.

THE MINING JOURNAL, and the Provincial Papers from EVERY COUNTY, also Scotch, Itish, Guernery, and Jersey, &c., are regularly filed at DEACON'S COPPET-IJOUNE and General Advertising Office, S, Waldrook, Advertisenests promptly transmitted to the Country Papers without extra charge. A printed flat of the Newspapers may be had.

HATTIEN MINING AND STREAMING COMPANY The Committee of the above Company are distross of emerging TWO OR THREE EXPERIENCED MINERS TO PROCEED TO ST. DOMINGO, for the purpose of Visiting and Reporting on the State of the Gold, Copper, and other Mines, in the Island, and also for Reporting on the Streaming for Gold on the banks of the rivers in the eastern part of the Island.

Applications, with references, to be made to the Committee, No. 2, Copthall-chambers, London; and the Applicants are requested to take sotice, that their stay in the Island will be but of short duration in the part instance.

A L TEN MINING ASSOCIATION.

In pursuance of the power vested if the Discretors of this Association, they do hereby make a call on the Shareholders of a per Share; and request the same may be paid to the Bankers of the Association, Mesor's Williams, Deacon and Co., of Birchin-iane: the first installment of a 1 on or before the 28th day of May next, and the second installment, also of a 1, on or before the 28th day of May next, and the second installment, also of a 1, on or before the 28th day of May following The Bankers' receipts, bugether with the certificates of Shares, should be left at the office of the Association, in Winchester House, Old Broad-street, two clear days, that the payment of the installment may be inscribed thereon.

Winchester House, April 18, 1858.

Winchester House, April 18, 1838.

BRIGHTON, PORTSMOUTH, AND SOUTHAMPTON RRIGHTON, PORTSMOUTH, AND SOUTHAMITTON

RAILWAY,—Notice is hereby given, that a Company is fave in progress for
the purpose of facilitating communication between Brighton and Southamston by
means of a Railway, which, in taking the most direct line, will have all the advantages of connecting the several populous tawns and sea justs between the above
places, Branches are proposed from the main time to Leivos, Bognor, and such
other places as, upon completion of the survey, may be desinted advisable.

The lines being now under survey, the Prospecias will be shortly issued. In the
mean time all applications for shares sign to be arrected, by letter, post paid, to
M. il. Danielle, Fag. Si. Affectols h-inn-fields; or to T. H. Ferrers, Esp., 12, Copthalicourt, Lemonton, Secretaries pro tess.

C A R G R E E N M I N 4-N G C O M P A N Y, for working on the Cornish side of the River Some the GREAT HIRCH and CLEVE SILVER LEAD LODES, which, from the time of Queen Elizabeth, have yielded immense produce to the Adventures on the Bevon side of the river. The sett containing these and other valuable Lodes is within the Manor of Elbridge, opposite to the Old Beeralston Works, and has been granted to the Cargreen Company by the New South Hooe Company.

Capital £25,000, in 5,000 Shares of £5 each — Deposit £1 per Share.

MANAGINO DIRECTOR—Charle Topus, £4,

William Chaplin, Esq.

George King, Esq.

BANKERS—Messrs. Stone, Marlins and Co.

SOLETTOR—John Atkins, £5q.

Solettor—John Atkins, £5q.

Berip Certificates for Shares in the capital of this Company will be issuable on and after the 2nd of May next, and will be delivered forthwith to applicants paying the Deposits to the Hankers of the Company on arders, signed by the Managing Directors, and in force only for the day of issue.

Persons desirous of taking Shares will be pleased to apply at the offices, No. 27, Poultry, from ten to twelve o'clock daily, an or after the 2nd of May. Applicants residing in the country will have their Serip Certifiates transmitted immediately in return for Deposits (postage free).

Prospectures may be had at the office, No. 27, P. Bry; remitted avalage for

esiding in the country will have three the country of the country for Deposits (postage free).

Prospectuses may be had at the office, No. 27, Pe stry; resulted postage free.

BURTON-UPON-TRENT AND LEICESTER UNION
RAILWAY,
To unite with the Ashby-de-la-Zouch Canni and Railway, the Birmingham and
Derby Railway, and the Manchester is at Union Railway.
FROVISIONAL CONSTRUCT
FRONT TO AND TRENT
John Webb, Esq., Burton-upon-Trent
Dempster Hemming, Esq. Caldecote Haff
John Manmatt, Esq. Ashby-de-la-Zouch
Michael T. Hass, Esq. Burton-upon-Trent
Win. Burk, Esq. aston-upon-Trent
Win. Writington, Esq. Burton-uponTrent
Win. Writington, Esq. Burton-uponTrent
With power to add to their number.

With power to add to their number.

PAN E ...

BURTON-UPON-TRENT-A Sears. Burton, abb, Peel, and Co,
ARRENDE-LA-ZOUGE—Tile Lefensters for lapking Company.

LEIGNEYES—Measers, Herminag and Noseth ...

STANDING COUNSEL FOR THE BLACK T. S. Daniel, Esq.

SOLICITORS.

BURTON-UPON-TRENT-Measers, Powie and Richardson.

ANDEL DE-LA-ZOUGE—Mr. Peter Francisco.

ENGINEERS—Measers. Twing and Woodh ..., Ashby-de-la-Zouch.

CONSULTING ENGINEER—George belenson, Esq.

Copield #300,000, in 3,000 Shares #100 cach.

Deposit #2 10s. per Share on heing admitted a Engage in the Standard on the lith of January conf.

Application for Shares, in the following form, by the safe in the respective of by letter good paid to the sections.

WHEAL SQUIRE TIN AND COPPER MINING COMPANY.

Capital of 6,000, in 1,000 Shares of of each. Deposit of per Share.

BANKERS—Sir J. W. Lubbeck. Bart., Presser and Clarke, 11, Mussian house, street, London; Messars. Willysma and Co., direct Blank. Terris and Camburge. Scheryen—J. F. Bennallack Ess., Proto, Cornwall.

The sett belonging to this Company is advanted in the persistent of Camburges and Crownan, in the County of Cornwall, and held for a term of twenty-one years, at

Charles Ord, Eq. do.
Directors to be chosen hereafter named,
MARKERS.
Messers, Ladbrokes, Kingscote, and Co., Lomion,
The Darlington Joint Stock Banking Company, Barlington,
solitereas, George Allison, Esq., Darling

Thomas livewne, Esq. London. | George Allison, Esq., Dartington. In the year 1826, the expertation of coals from the poet of the Tres was 22.352 tons; in the year 1826, the expertation was nearly 300,600 tons. The completion of the Railroads of the Charence and Hartispool Companies, which communicate with the valuable coal fields of the interior of the county of Durham, will further greatly extend the coal trade of the port of the Trees, and will render the formation of a large shipping company an undertaking of importance to the district, and of profit to the shareholders. Applications for shares may be made in the busicess or solicitors of the Company, and the prospection, detailing further particulars, will shortly be issueed.

solicitors of the Company, and the prospectus, detailing further particulars, will shortly be issued.

THE BRITISH CHANNEL HARBOURS RAILWAY.

uniting the PORTS of the BRITISH CHANNEL on the entire BRACOAST of SUSSEX and KRNT with the BRITISH CHANNEL on the entire BRACOAST of SUSSEX and KRNT with the BRITISH CHANNEL on the entire BRACOAST of SUSSEX and KRNT with the BRITISHOURD. He are not direct communication with the Channel Ports and Instructure of Continent, and an immediate and comprehensive line of transit to the great facility ways throughout England.

Capital 27,000,000, in Shares of £50. Deposit £72 per Share.

Solicitors—Prancis Rectham, Reg., and Geouge Praceic Cooke, Esq.

Eventson and Sunvaven—Charles John Blunt, Esq.

The Board of Directors, already formed, will be anneumoned in the forthcoming advertisements and prospectases, upon the completion of their numbers.

Route of the Railway—This railway will commessee at Portsmouth, and proceed as directly as the features of the country will admit through the failowing important towns and places—Portsmouth, Havani, Chichester, Arandel, Worthing, Shoreham, Brighton, Newhaven, Senford, Halisham, Hastings, Winchileea, Ryo, Ronney, Hythe, Tunerdon, Folkstone, Bover, Elebam, Beal, sandwich, and Ramsgate, with a branch from Hastings to Tunbridge.

This company is forread for the purpose of adireting to the inhabitants and merchants, traders, and others of the populous districts of the castern quarter of the counties of Kent and Sussex, a direct, speedy, and economical means of conveyance and communication with each other, and with the metropolic, through the medium of the projected South-Eastern, Birghton, and Hastings to through the medium of the proposed south-Eastern, Birghton, and Hastings and between Pertsmouth and Ramsgate, its parts end hashbours, the whole distinct points of the content of the grounder and shows the line of the proposed railway to be most favourable at requiring the practical facilities of construction.

Applications for Shares to be

W. H. E. A. L. P. R. O. S. P. B. R. M. I. N. E.—
MR. ROLFOR,—Birs, With reference to the WHEAL PROSPER MINE,
structe in the parishes of St. Hilary and Perranuthness, I beg to state that having
applied to Messes. Grylis and Hill, the solicitors of the Right Rionourshite Lady
Carrington, i have this day received a letter from these, which, for the anticy of the
public, I feel it my duty to send for your insection, and which I hope will be sufficient to show the nature and object of Mr. Bennett's prespectus.—I am, sir, your
obedient servant,

WM: BURGERS.

Mr. Burgess, Camborne.

Mr.—I cannot recommend Lady Carrington to involve herself in Bilgation with the persons you have anothered as adventuring in Wheat Prosper mine, until they shall have taken some more decided step than that of issuing a prospectus.

The advertisement in the "West Briton" of last week, to which you have directed by attention, is amonymous, and therefore shot entired to any consideration, as I can coarcely heagins any respectable persons with attend the meeting jour about it eyr in that belief, you are at liberty to state that Lady Carrington his never same-tioned the undertaking, and that her ladyship has instructed Mr. Gyptic and myself to institute legal procuredings against all persons who shall attempt to interfere with, or among yourself or co-adventagrees in 1the proper and effectual working of the ground. I remain, sir, for Grytis and Hill, your obedient servant,

FREDERICK HILL.

SALISBURY, ROMSEY, AND SOUTHAMPTON RAILWAY

ALISBURY, ROMSEY, AND SOUTAMPTON RAILWAY
Complant and accommon of a figure and a first and

Traction of the Main Line.

The country has been surveyed, and presents a most farcourable surface; and presents of one-half the line will be upon the land which was exceeded and reveiled many years ago for the intensed canal from Southampton to Solishamy. The whole of the shores would have been at once taken by the Laindon capitales, but the Provisional Committee have reserved one-half for the demand which rid necessarily arise from parties interested on the line.

The Provisional Committee reise with satisfaction to reachations adopted at the Bowing meetings, and beg to amounte that the share list is rapidly filling.

signed;

Jostas Grosco, Esq., the 19th of April, 18th, conversed by the signed;

Jostas Grosco, Esq., Abbrraian, in the Chair.

The plan of a line of Rollway, to commence at or many the only of Salisbury, branching from the Linedon, Salisbury, Exeter, Plymouth, and Palsonith Railway, and proceeding from the main line to the them of Romey, and from the most line to the them of Romey, and from the most of the port of Southampton, having been submitted to the Meeting by Messra. Peniston and Son, the Surveyor of the Line, it was unanimously received,

That the construction of a Line of Railway from the city of Salisbury, branching-from the London, Salisbury, Sacre, Plymanth, and Palmouth Salisbury, branching-from the London, salisbury, and proceeding from thence by the town of Romey to the port of Southampton, would be a work of public utility, would be the received. It was also unanimously resolved,

That this meeting, duly appreciation to

J. D. Powles, Esq.
John Routh, Esq.
James Vetch, Esq., P.R.s.
clay, Bevan, Tritton, and Co.
pson, Esq., Austin Friars.
ose of working mines in the

Banksas—Mesers. Barcisy, Bevan, Tritton, and Co.
Soldetrens—J. A. Simpson, Rsq., Austin Friars.
This company is formed for the purpose of working mines in the province of Minas Geraes, in the empire of Brazil.
Mr. J. C. Hocheder, who is advantageously known to those parties who have been connected with mining pursuits in Brazil, and who was lately chief mine manager of the imperial Brazilian Mining Company at Gongo Soco—having in the month of July, in the past year, paid a visit to the mining estate of Morro das Alinas, in the province of Minas Geraes, for the purpose of inspecting the same, and ascertaining its actual condition and capabilities, entered into a conditional contract for the purpose of free sum of £15,000.
A particular report of this property from Mr. Hocheder, showing the grounds upon which he has formed his opinion of its value, is herewith. It will be seen thereby that it is not a property, the mineral productiveness of which remains to be ascertained; but that it is, at the present moment, yielding profit. This report, and the plans of the mines, having been inspected by parties in England competent to form a judgment of them, they have at the fost of the report expressed their opinions thereon.

Mr. Hocheder arrenders this contract to the company for the sum of £1,000, as a reliabursement for his expenses, to be paid to him on the company receiving passession of the property, the contract not being definitive until Mr. Hocheder, or an agent from him, shall arrive in Brazil, and make the payment. Mr. Hocheder is to receive a further pecuniary consideration, after the company shall have been repold, from the produce of the mine, the whole of the cost and outlay it may incur.

The management of the company's concerns in Brazil is to be under the super-

seen repaid, from the produce of the mine, the whole of the cost and outlay it asy incur.

The management of the company's concerns in Brazil is to'be under the super-tendence of Mr. Hocheder.

In consequence of the alteration which has taken place in the state of the law Brazil since the English companies first commenced operations in that country, also company will be only liable to a duty of 5 per cent. on its produce.

The leading circumstances which have induced the directors to take a favourable town of this context.

in Brazil since the English companies first commences operations.

The leading circumstances which have induced the directors to take a favourable view of this property are—

First—The shoudance and richness of the mineral deposit.

Secondly—The facility and economy with which the operations may be conducted. Thirdly—The fact that the principal mine is now being profitably worked; and, Lastly—The company is to be £100,000, in 5,000 Shares of £20 each. Of this sum, it is not probable that more than £10 per share will be required, which is to be paid as follows:—

33 per share to Messrs. Barciay, Bevan, Tritton, and Co., on the apportionment of the shares.

42 in Four Months,

42 in Right Months, and

£2 in Twelve Months,

If any of the remainder of the capital shall be called for, the directors shall give thirty days' notice thereof in the London Gaselle, and in three Morning and two Evening Papers; such calls shall not exceed £2 per share; and there shall be an interval of not less than three months between each call. If any call be not paid within fifteen days of the same becoming due, the directors shall, at the first convenient opportunity, sell the shares so in default, and hold the proceeds thereof, after deducting the amount of the call and interest thereon, at 5 per cent. per annum, at the disposal of the proprietors thereof.

Certificates will be issued for the shares.

The directors shall return from office, who shall be eligible to be re-elected. Veancies occurring in the directors, after that period they shall be filled up by the proprietors, at the General Meeting called specially for that purpose.

An allowance of £150 per annum shall be made to the directors for salary, until dividends shall have been paid to the shareholders.

The after the period they shall be filled up by the proprietors, at the General Meeting of the shareholders, when the said allowance shall be reconsidered at a General Meeting of the shareholders, when the said allowance shall be reconsidered at a General Meeting of not les

A General Meeting of the shareholders shall be called on the last Wednesday in May, 1857, and afterwards on the same day annually, when the directors shall lay before the shareholders a full statement of the company's affairs.

A Special General Meeting of the shareholders may also be called at any time, by the directors giving ten days' notice thereof in the London Gazette, three Morning and two Evening Newspapers, or on the request of any twenty-one shareholders holding not less than twenty shares each, giving the like notice.

At all General Meetings of shareholders the right of voting shall be as follows:

Each holder of 10 shares shall have 1 votes.

100 ditto 2 2 2 3 100 ditto 3 4 100 ditto 4 100 ditto 5 100 ditto 6 100 di

REPORT ON THE MINING PROPERTY "MORRO DAS ALMAS," IN MINAS

ORRAGE.

The Lavra do Morro das Almas, and the other mining properties belonging to this estate, are situated on the eastern declivity of the Berra de Arredes, one of the extensive branches of the mountain chain called Serra de Itabira do Campo. It is about one league to the west of the town of Itabira, and eight leagues W. N. W. of the capital of Minas tieraes.

The geological constitution in these joint properties consists of ita columite and ferruginous chay-state, and talcose-state—the former entirely forms the Berra de Arredes, and the latter its eastern declivity, in which the auriferous formations are embedded. The stratification of the country runs in the direction of nearly N. 20 E. of the miner's compass, dipping westerly uniter an angle of from 80 to 80 togrees to the horizon.

of the miner's compass, dipping westerly under an angle of from 80 to 86 degrees to the horizon.

The principal mines situated in this clay-slate formation are as follows:—
Morro das Alimas;
Santa Blitta do Morro da Papa;
Contenda;
Palhanas; and
Sitio Velho do Corrego Seco.

On the Serra before mentioused there are several workings on a lode of ita columite brezzia, and washings in alluvial deposits, called Barra Preta, but which have, for a long time, been abandoned.

The ground plan, No. 1, comprises the whole estate, with its respective workings. The only mine at present at work is called Morro das Almas, and is situated on a high hill on the declivity of the Serra. Here there are two lodes, the castern and the western one, upon which the workings are established and extended to a considerable depth, drained by an adit of nearly 219 fathoms in length, and from three to four fathoms in height, which occupied the natives upwards of cighteen years to complete.—I Fod ground plan of the mine, No. 2.]

Both of these lodes are of the same mineral nature, the matrix of which consists of brown iron ore, intermixed with red clay-siate, and disintegrated quartz, called by the natives "lacatings vermetha." The western bed appears to be the principal one: it is from three to sive feet on an average.

These lodes are throughout impregnated with course-grained gold, besides which there are veins or strings existing in them, chiefly of iron ore, ger-oxide of iron-hydrate), dipping in an oablique direction, in which the gold is more concentrated, and are frequently very rich, containing coarse prills of gold of from several ounces to a pound and a half in weight. One cubic foot of ore from these strings are not so orgester in their continuation, although seven have been found to exist in a space of the hole of fronty-six fathoms is included. The objects of the height of continuation although seven have been found to exist in a space of the hole of fronty-six fathoms is incurated. a produce of from eight to eighty onnecs of gold: but these strings are not so are in their continuation (although even have been found to crist in a space lose of firsty-six fathams in length), as to afford a basic for any correct calculate and a constant produce from them. The most important circumstance, in my, is, that the whole mass of these losies being arriferous, the prosperity of the may depend on the whole mass at large—that is to say, on working the of these loses with regionity and system; and taking this into considerastates hight stamp-heads (rom eighty to nicety pounds each) give from four octavas (a to f of an onnec, Brazilian weight) per hour; a produce from the mass at large which as known mine in Minas Geraes equals, except Gongo in the most producetic state.

mass at large which no known mine in Minas Geraes equals, except tronge its most productive state. The most productive state. The most productive state is nearly N.N.E., dipping westward under an of elighty-two degrees to the horizon: their extent has been traced as far as a to 1809 finthoms; and, on all those places where they are exposed to the excitage of these looks have been carried on by the natives from the surface below the present acilit; but owing to their som acquaintance with the art of (, the most of the workings of their som acquaintance with the art of (, the most of the workings have been christian in the "dead" ground in of the precious metal; and, true this chromathance, both of these lodes have carded to a very limited extent by the natives.

and to less ground plan of the mine, No. 2), passes through the lodes at A, on these they went, in a curved line, through the "dead" ground, and on the lose of the the lode at B; thus performing, on the add, a wholly unnecessary of 130 fathoms to length.

town below the present selft, but owing to their son-acquaintance with the art of mining, the most of the workings have few derigid on in the "dead" "ground in sequence of the precious metal; and, from this electionstance, both of these holes have been worked to a very limited calcult by the natives.

The sailt joing ground plan of the mine, No. 2, passes through the lodes at A , and from thence they went, in a curved line, through the "dead" ground, and returned in the hole at B , thus performing, on the sailt, a wholly unnecessary labour of 100 fathoms in length.

The "the little of the lode at B, thus performing, on the sailt, a wholly unnecessary labour of 100 fathoms in length.

The "the little of the lowest workings on the western lode, is at present from seven to eight fathoms under the sailt, and the drainage is performed by hand, pumps. The one, too, is raised by hands in the sailt, through which a horse tram road lead-to the stamps,—an advantage possessed by my other mine in little.

There is a most striking advantage in working this mine: on account of the distinguanted state of the lostes, no powder for blacking is required. The whole is worked by the "pick" and wedge; and the "walls" being harder than the lot stack, little timber work is required to account the operations. Six negroes during the other, little timber work is required to secure the operations. Six negroes during the other, little timber work is required to secure the operations. Six negroes during the other, little timber work is required to a proper means, four uncervise could easily perform the same duty.

The casters look, it appears, has not been explored or worked much by the natives, at loost not to any depth. Therefore a still more extensive field for four representations are the location of the said there are two new stamps, the one of six, and the other colors to the said. It which is of a very superior construction. Both are of a small weight, corresponding to the such as which they are saidly supprise with one. In a bounda

This adit would cut the lode at a distance of 129 fathoms, the outlay of which would not amount to above a 40 or 459 sterling; the "country" being soft, but firm, no timber-work required.

The mine being regularly prepared for active operation, a vast quantity of ore may be raised, and for the reduction of which four or five light stamps ought to be erected in succession below cack other, rude ground plans, No. 1.]

The mines of Contenda, Santa Ritta, Palhanoa, and Sitio Velho do Corrego Seco, are all situated about half a mile to the eastward of Morro das Almas, upon two lodes of a similar nature to those above described. They travers the extreme length of the estate. The workings here have been carried on extensively by the natives, but chiefly superficially, and have a long time since been extensively by the natives, but chiefly superficially, and have a long time since been extensively by the natives, but chiefly superficially and have a long time since been extensively by the natives with which they have been performed.

The mines of Contenda were first abandourd on account of some people having perished when attempting to rob the riches—the works of lin, barying the thieves; since which time, from prejudices of the natives, ng attempt has ever been made to work on the riches known to exist in this mine. At present, the lodes are not accessible here without clearing the rubbish which covers them.

The mines of Santa Ritta and Palhanoa are at present more accessible, where one of the lodes is to be seen precisely of the same nature as those of Morro das Almas, except that the walls are of a softer nature; and arches have been left for support, which give excellent samples of gold. The lodes in Sitio Velho mine are likewise covered with rubbish, and at present inaccessible for minate inspection; any judgment of the worthiness of these two lodes must therefore rest more upon the geological relation with the Morro lodes, and the fame attached to them, than upon actual facts, which could be obtained by examinat

The different varieties of gold which are extracted from the Morro n follows:—

mple, No. 1. Prills which occur in oblique strings in the lode, as before men-

tioned.

"" 2. Coarse grained gold from these oblique strings.

"" 3. Coarse grained gold from these oblique strings.

"" 3. Coarse grained gold from the cover of the stamps, which is too large to pass through the grates.

"" 4. Gold dust obtained from the stracks after stamping.

"" 5. Fine gold dust, obtained upon rough boards, from the refuse of the stracks;

"" 5. Fine gold dust, obtained upon rough boards, from the refuse of the stracks; but this is only a fraction of the whole quantity of gold usually lost, and offers a most striking proof of the loss of gold by the process of mechanical separation. Amalgamation here will be most beneficially applicable at the stamps for fine gold, the matrix being exceedingly light, and therefore with facility removed from the mercury.

old, the matrix being exceedingly light, and therefore what lasticly light is to be mercary.

Besides these two stamping mills, there is a blacksmith's shop, a flour mill, a disclose these two stamping mills, there is a blacksmith's shop, a flour mill, a disclose the stamp captain, and several dwelling houses, both on the Morro and also Ritta de Corrego Seco, which, however, are not in good order, but serving is the Negro population, and also for immediate accommodation of Europeans. There are four large pieces of virgin forests beinging to the estate, supplying mber, charcoal, &c., for every purpose of mining operations.

The whole extent of the estate is about from nine to ten square miles.

The whole extent of the estate is about from nine to ten square miles. The mine of Morros das Almas was accidentally discovered, in the year 1744, by a black boy, in search of a strayed horse, though, from the richness of the alluvial deposits in the twicets descending from the Morro, it had been long searched for previously. The owner of the black boy, then poor, commenced working this mine, and became one of the wealthiest individuals in the Camarca, his returns being from lib. to sibs, daily; but his descendants, from want of union, involved themselves, during thirty years, in a law-suit, during which the mine was constantly kept under lock and key. Subsequently, it was sold by the Parenda Nacional. During the last two years and a half, since this mine has been resumed working, it has given a large return, although worked only on a small scale, by a private individual, and without any European means whatever. Therefore, much more could be expected from it, in the hauiss of an English company, operating with system and aliequate force, which can only be maintained by a company. There are sixty-five negroes included in the property, who have never followed any other employment than mining. Amongst them are blacksmiths, carpenters, and timbermen, which are most valuable to the mine for an economical system of working.

and timbermen, which are most valuable to the mine for an economical system of working.

In order to work this mining property effectually and economically, a working force would be required, consisting, for the first year, of about 150 negroes men and women) and free labourers—

2 Native overseers for the negroes,
European miners,
4 Ditto carpenters,
2 Ditto blackamiths.

With this force of active labour, all the necessary operations, underground and surface, in driving levels, increasing the number of stamps, and raising ore for three or four ten-stamp-heads, might be carried on.

The expenditure for such an establishment would amount, during the first year,

		Negro																												
2		versee																												
1	H	ead ce	rpe	nte	r																		 	4.1						 15
3	Ci	arpent	ers																				 						 	 30
2	BI	acksn	ith	8																			 						 	 200
8	M	iners																					 						 	 80
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Total ... Or, in round numbers, €5200. Or, in round numbers, £3200.

In subsequent years, the mines having been brought into a systematical working state, and the necessary number of stamps erected, the running expenditure would be considerably less than during the first year, unless it should be found proper to carry on the operations more extensively on the other mines belonging to this estate.

By the many advantages this property possesses, the great facility in working it compared with any other, and the rich state of the auriferous lodes, it is rendered a first rate property in Minas Geraes; and a company could not fall to make most profitable returns for the capital embarked.

Mr. Hocheder having submitted the foregoing report and the plans to two gentlemen of great mining experience, the following are opinions with which they have favoured him:—

(COPY.)
79, Hatton Garden, March 21, 1836 "Daas Sia,—I have carefully read your report of the Morro das Ain one which it appears evident this property has many local advantages, oust render them brought into effectual operation at a comparativ

"Dana Sia,—I have carefully read your report of the Morro das Almas mines, from which it appears evident this property has many local advantages, and which must render them brought into effectual operation at a comparatively small expense.

"As your proposed adit will take the lodes at 25 fathoms deeper than the present one, you will, of course, have 16 or 17 fathoms backs to immediately commence operations on, under the winze or lowest workings of the former proprietors, and a greater extent where the lodes have not been developed to the depth you state, as well as opening new ground by driving your levels on the lodes at the depth of the new adit.

"The specimens of the ore and walls of the lodes are, in my opinion, highly in.

as well as opening new ground by terring John.

"The specimens of the ore and walls of the lodes are, in my opinion, highly indicative of a rich auriferous deposit, being of that mineralised character which is always found productive. The facilities of returning the produce is also one of the greatest advantages, both as regards the soft nature of the ore, and the abundance and use of water-power.

"Considering the different points to which I have referred, the great extent of ore-ground in the property, and the economy of working the several mines mentioned in your report, by the same management and superintendence, I consider the undertaking likely to prove an advantageous investment of capital.

"I remain, dear Sir, yours, very truly, (Signed) "P. A. JOHNSON.

(Signed) "P. A. JOHNSON.

(COPY.) "Chatham Place, March 22, 1836.

"I have looked at the plans and papers respecting the mining property of Morro das Almas, in the Brazilo, which Mr. Hocheder has laid before me, and I have carefully attended to his explanations and remarks upon them.

"I can see no reason to doubt but that these mines may be very advantageously worked, while the facilities for attaining an immediate productiveness, and the absence of most of the difficulties that have attended foreign mines, strike me as peculiar, and such as are not oftento be expected in such undertakings.

"I have no other means of judgeag of the richness of the auriferous bed than from the accounts given me by Mr. Hocheder, and by the specimens in has shown me, but from these I judge that the printability of good produce is a reasonable one, and that structure of the beds or lodes is that which in the Brazilo is most likely to furnish gold in profitable proportions.

"The situation of the mines had the capability of cheap working and of considerable extension, appear to me to be beyond dispute, and to offer greaf inducements to engage in this as a promising mining coterprise.

(Signed) "JOHN TAYLOR."

ANK OF BRITISH NORTH AMERICA.—
Capital groce, o.co., in 12,000 shares of sets each, one-fourth of which will
for the present he reserved for the Colonica.

G. de Boses Attwood, Esq.
Edward Blauart, Esq.
Robert Brown, Esq.
Bir Robert Campbell, hart.
W. R. Chapman, Esq.
James Cummins, Esq.
James Dowis, Esq.

J. Waldron Wright, Esq.

James Dowie, Esq.

Banters—Messr. Glyn, Halifat, Mills, and Qs.

A prempectus will be issued in a few days. Applications for shares may be sent to it, Londonhall-street, until May 7, in order to give time to parties interested in the Colonies who are resident at a distance; but applications coming through a Director will be preferred.

TALE OF OLD IRON.-About Eighty Tons of excellent Cast and Wrought Iron to be DISPOSED OF at the THAMES TUNNS rhithe. Application to be made to the Company's resident Engi-on may be viewed. Tenders to be sent to this office by Wednesd y next, at twelve o'clock. THAMES TUNNEL WORKS

May next, at twelve o'clock.

J. CHARLIER, Clerk of the Company.
Thames Tunnel Office, Walbrook-buildings,
April 39.

N.B. The Tunnel is open to the inspection of the Public every day (Sundays e cepted) from Nine in the morning until dusk. Admittance One Shilling.

LONDON, SALISBURY, EXETER, PLYMOUTH, AND FALMOUTH RAILWAY COMPANY.
Capital £2,560,000, in shares of £25 each.—Deposit £1 per share.
Disacross.

John Allen, Esq.
Robert Ashman, Esq.
Col. William Bailey.
William Borradaile, Esq.
Hon. Duncombe P. Bouverie, R.N.
Lobn Burchborn F. E. Sir John W. Pollen, Bart., M.P. William Pinney, Esq., M.P. Rowand Ronald, Esq. John Rundle, Esq., M.P. Joseph Barnes Sanders, Esq. William Borradalle, Esq.
Hon. Duncombe P. Bouverie, John Brothers, Esq.
W. W. Burdon, Esq. M.P.
William Cash, Esq.
Robert Downie, Esq. of Appin
Wm. Campbell Gillan, Esq.
Edward Everett, Esq.
A. I. H. Grubbe, M.A.
Thomas Heath, Esq. John Rundle, Esq., M.P.
Joseph Barnes Sanders, Esq.
Henry Short, Esq.
Sir John Slade, Bart.
Joseph Sparkes, Esq.
Henry Collins Splatt, Esq.
Henry Collins Splatt, Esq.
Henry Sparkes, Esq.
John Rodway Mock, Esq.
Thomas Bruce Swinbee, Esq.
Right Hon. Sir E. Thornton, G.C.B.
Colonel John Charles Tufnell.
John Twells, Esc. Robes
Wm. Campbea
Edward Everett, Esq.
A. I. H. Grubbe, M.A.
Thomas Heath, Esq.
George Hogarth, Esq.
George Money, Esq.
H. Norman, Esq.
George Money, Esq.
H. Norman, Esq.
George Waiter, Esq.
John Yates, Esq.
John Yates, Esq.
STANDING COUNSIL—Sir William Webb Foliett, M.P.; P. W. Slade, Esq.;
P. Twells, Esq., and Richard Preston, Esq.
SOLICITORS—Messrs. Birkett and Son, and George Stephen, Esq.
SOLICITORS—Messrs. Birkett and Son, and George Stephen, Esq.
ENGINEER—George Landmann, Esq.
SUPERINTENDENT—John Herapath, Esq.
SUPERINTENDENT—JOHN HERADEL, Esq.
SUPERINTENDENT—STREETER.

MINITEER AT EXETER.

John Twells, Esq.
John Yates, Esq.
John Yates, Esq.
Solicitors—Messrs. Blumer and Gillan, and Sir Robert Sidney.
ENGINEER—George Landmann, Esq.
SUPERINTENDENT—JOHN HERADEL, Esq.
SUPERINTENDENT—JOHN HERADEL, Esq.
SUPERINTENDENT—STREETER.
John Twells, Esq.
John Twells, Esq.
John Twells, Esq.
John Yates, Esq.
John Yates,

SUPERINTENDENT—John Herapath, Esq.

SURVEYOR—Mr. Charles Dean, Exeter.

Committee Mr. Charles Dean, Exeter.

Committee At Exeter.

John Clench, Jun., Esq.

Daniel Bishop Davie, Esq.

John Ham, Esq. Alderman

Charles Hubbard, Esq.

John Madgwick Wilcocks, Esq.

John Madgwick Wilcocks, Esq.

James C. Wilcocks, Jun. Esq.

Solicttor—W. H. Furlong, Esq.

Secretary—Burford Furlong, Esq.

The time fixed for receiving applications for shares having expired, arrangements have been made for collecting the returns from the country committees, which, when complete, an early day will be appointed for the appropriation of shares.

12. Paneras-lanc, Cheapside, London.

GEORGE PRICE, Secretary.

PADSTOW BREAKWATER, and ROCK, DELABOLE, CAMELFORD, CALLINGTON, and PLYMOUTH RAILWAY COMPANY.

To be Incorporated by Act of Parliament.

Capital £250,000, in 12,500 Shares, of £20 each.—Deposit £1 10s. per Share.

The Names of the powerful and influential Direction will be published immediately.

Names of the powerful and influential Direction will be published immediately Registers.

George Rennie, Esq., F.R.S. | Sir John Rennie, F.R.S. soliciton.

Henry F. Richardson, Esq., 7, frommonger-lane, London.

SURVEYOR.

William Barnes, Esq.

CONDITIONS.

-The Capital of the Company shall be £250,000, to be raised in 12,500 Shares, 20 each.

I.—The Capital of the Company shall be £250,000, to be raised in 12,000 snares, of £20 each.

II.—Subscribers will not be answerable beyond the amount of their actual Deposits, should the Act not be obtained, and if obtained, not beyond the amount of their respective Shares.

III.—A Deposit of £1 lôs, per Share to be paid into the hands of the Bankers.

III.—The Deposit so subscribed shall be available to the expenses of the undertaking, such as making Surveys, and applying for the Act of Parliament, &c.; and no further call will be made until the Act is obtained.

The want of a safe, and always accessible harbour, on the north coast of Cornwail, is so deeply felt by the whole maritime, trading, and agricultural interest, that there is no occasion to enter into any lengthened detail of the great public, as well as private benefit, that would result from the Judicious application of capital to the completion of a BREAKWATER on the Dunbar Sand, at the entrance of the Port of Padstow.

to the completion of a BREAKWATER on the Dunbar Sand, at the entrance of Port of Padstow.

It is also notorious, that, at various periods, every place on the coast, presen a rational prospect of affording safety and accommodation to vessels past through, or driven into the Bristot Channel, has been surveyed and conside and that for some years past, it has been a determined point, that Padstow pres the greatest natural advantages and facilities for the speedy and cheap forma of a safe, unexceptionable, and spacious harbour, with some hundred acres of water, easily accessible in all winds, and at all times, by ships of the largest distinct.

water, easily accessible in all winds, and at all times, by ships of the largest dimensions.

It has long been a matter of surprise, that an object of such vital importance and easy accomplishment, carrying with its completion the certainty of ample remuneration, should have been so long neglected. Various stempts have been made to draw the attention of the influential gentry of the county, and, through them, the Government, to a proper consideration of the importance of aiding local exertions for the accomplishment of this object, and thereby rendering the harbour of Port Padistow, not only always accessible, but likewise one of the most spacious and commodious in the kingdom; thus insuring an extraordinary increase in the quantity of shipping entering Padistow harbour, which though now dangerous and difficult of access, with the proposed Breakwater, will be perfectly safe, and of casy entrance at all times, for ships of the largest class.

This desirable object will be effected at a triding cost, and will afford a deep water harbour, of many hundred acres, safely accessible in all tides and weather, with a fine navigable river running into the interior of the country; for having all the material on the spot, a hard rock to build on, and no carriage except from the quarry, with other natural advantages, extraordinary facilities are afforded for quick and cheap construction.

Padstow being the nearest direct port from the South of Ireland and America, it is the opinion of nautical and commercial men that the Breakwater will be the means of very largely increasing the Irish and American trade at Port Padstow, and inducing a very considerable transit of produce and merchandise by the railroad to Plymouth.

In addition to the Breakwater, the Directors intend to construct a Railway, from

and inducing a very considerable transit of produce and merchandise by the railroad to Plymouth.

In addition to the Breakwater, the Directors intend to construct a Railway, from the harbour, through the county of Cornwall, to Plymouth, by the way of Cameford, Callington, and Saltash; a work which has been long in contemplation by several public-spirited individuals residing in the district; and the want of which, the agriculturists of the neighbourhood have most severely feit, in the difficulty and expense of obtaining manure for their land, and a conveyance for their produce. The great advantages of the system of railway communication has of late years been so fully admitted, and its superior claims to speed, safety, and economy, so universally acknowledged, that it would be superfluous to enter quon any argument in its favour. It therefore only remains to the projectors of this undertaking to show its expediency and practicability; and that it presents prospects of a secure and profitable return for the capital invested. With regard to the first point, namely, the expediency of the formation of this railway, it is found, that on the proposed line there are many large tracks of land, which, from the want of a sufficient supply of sea sand and other manure, are far less productive than they otherwise would be. This want would be abundantly and cheaply supplied by the railway, from the incthausible rich calcareous sand-hills opposite Padstow, in the parish of \$t. Minver, where there are several hundred acres of land covered with immense deposits of this valuable manure.

The existing roads are of a most wretched description, and the expense of repairing them has long been a most serious burden on the farmers of the neighbourhood. This expense will be materially lessenced, by the railway occasioning a great reduction in the wear of the roads.

These considerations would, perhaps, be sufficient to prove the expediency of the

In them has long been a most serious butters. The sepense will be materially lessened, by the railway occasioning a great results in in the wear of the roads.

These considerations would, perhaps, be sufficient to prove the expediency of the present plan; but as this railway will pass through several parishes, yielding to few in the county in the number and richness of their mineral veins, inactive and unworked solely through the difficulty of obtaining supplies, and the expense of the carriage of mining produce, the set-antages of this railway are self-evident. The richness of the mineral veins in the parishes of St. Minver, Endellion, St. Teath, Lantegios, Davidstow, Alternon, Linkinhorne, Callington, and others, are well known to miners, yet for want of convenient conveyance, the minerals list valueless to the owners of the estates.

The whole line has been carefully and frequently surveyed by experienced engineers and surveyors, and is reported by them to be not only of easy practicability, but affording extraordinary facilities for the construction of a railway.

The whole line has been carefully and requestly surveyed to experience this, never and surveyors, and is reported by them to be not only of easy practicability, but affording extraordinary facilities for the construction of a railway.

The Delabole slate clearries, near which this railway will pass, are celebrated for the excellent quality of their slate; the proprietors of these quarries will reap great advantage in the accommodation which will be afforded them of being able to ship their slate at a moderate charge, at any time, in vessels of any burthen; and the consumers will be benefited by the reduced price of the article, through the superior cheapness of the carriage.

The advantages to be derived by the agriculturists, from a cheap oupply of manure, have already been mentioned. They will have a like advantage in the conveyance of corn to the markets. By thus directly counseting the Bristol and English Channels, the inhabitants of the neighbourhood, and the public in general, will be benefited by a cheap, certain, and expectitions mode of transit for passengers, goods, and merchandice, between the ports of Padstow and Plymosth.

When the proposed Breakwater shall have been erceted, and the harbour of Padstow made secure, the shipping trade of that port will of necessity much increase; and a brisk trade with various parts of treland, and the different Weisborts, naturally spring up.

The calculations of revenue have been most carefully made by competent persons, and afford a clear prospect of a profitable return to the Sajarcholders for the capital embarked in the undertaking.

Applications for Shares to be made in fourteen days (post paid), in the annexis form, to Mr. John Ireland, secretary to the Company, and Physical parts and Huch Sajetik, Eq., Callington, to Mr. John Ireland, secretary to the Company, and Huch Sajeti, Eq., Callington, Four or Affective the Sajetier, Callington, and Physicath Railway Company.

Cornwall.

To the Directors of the Padsitus Breakwater, and Rock, Delabole, Camelses, Callington, and Plymouth Bullway Company. Geutlemen.—Impare to take an Plymouth Bullway Company. Shares in the undertaking, and agree to take so many of such Shares as shall be allosted to stand to pay the Deposit thereon of #1 lbs. per Share; and I also agree to expert the Parliamentary Contract and Subscribers' Agreement when I shall receive site in to do. I am, rentremen, your obedient servant, [The Christian and Surname, with date and address, to be signed by the Application of the Company, or the Solicites. April 91, 1808.

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rager through the canal each, mode whole Coe tieula under of the ment, may bear a carrie

The of the the his of the st will full so shot yield a snoon estima deliver. The sa Apple 2, Nort to Sha

UPTON AND ROBERTS' PATENT SAFETY LAMP .-The perfect safety of this Lamp has been proved by the chemist, the misser, and a Select Committee of the House of Commons, by tests which neither the Davy Lamp, nor any other professed Safety Lamp, could sustain; it can, therefore, he recommended to the Miner as a protection, under all obsermed the same of exceptions. It is presumed that none will heuceforth, incur the awail responsibility by continuing the use of the Davy Lamp, or any office Innova insecurance, or any other known insecuration, of exposing the lives of their workmen to a dreamful, and now, happily, unnecessary peril. This Lamp gives three times the light of the Davy Lamp. Sold by Wu. Urren and Co., Gloten-street, Chenghide, Landon, Wr. Rogner Wayson, High-bridge, Newcastle-on-Tyne; and also by Messrs. T. Shirm and Sons, Hirmingham, who supply the trade.

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eres.

TIN MINE FOR SALE BY AUCTION, on Thursday the 5th day of May next, at the Three Tuns Hotel, Penzance, at four o'clock in the afternoon, all that Tin Mine called WHEAL HERMANN, in the parish of 8t. Just in Penwith, Cornwall, with all the machinery and materials belonging thereto, consisting of a large water-wheel complete, horse-whims, ropes and kibbles complete, hifts of 6j inch pungs, about forty fathoms, iron, timber, timers' and smiths' tools, with almost every requisite for carrying on the Mine.

has produced an account of the provided and the same account of the death of the managing adventurer, and the shares of the others being unusual arge, is the reason why the Mine is now offered to the public.

For viewing and inspecting the Mine apply to the agent thereon, and any furtheparticulars may be obtained of Mr. John F. Davy, merchant, Penzance, or of Michin Thomas, mine-broker, North Parade.

zance, April 19, 1896.

THE HAYLE AND PENZANCE BAILWAY HE HAYLE AND PENZANCE RAILWAY,
In the country of Cornwall, through 8t. Erth, Church Town, Great Wheal
Fortune, Wheal Prosper, Gwallon, Rospeath, Marazion and Wheal Darlington
Mines, Chyandour to Penzance, with a branch to Wheal Virgin, Penburthy Crofts,
Wheal Leeds, Wheal Osborne, Wheal Noble, Woolla, Wheal Gilbert, and Nanjentin, the Great Godolphin, North Godolphin, Woell Vor, Wheal Vresh, and the
Freat Work Mines, and with another branch from Wheal Darlington Mines to the
Town of Marazine.

The whole of the line, with the exception of about three-quarters of a mile, is on
idead level.

To be incorporated by Act of Parliament,
Capital £30,000, in 10,000 Shares of £5 each.—Deposit £1 per Share.

It is calculated that the estimate of income will exceed 25 per cent. per annem.

A Prospectas with the names of the Provisionial Committee, &c., will appear
hortly,

shortly.

Applications for shares to be made by letter (post-paid) to Messra. Benne Paul, Solicitors, 36, Bucklersbury, London, or to Mr. R. E. Tippet, Sc Maracion, Cornwall.

April 21, 1896.

April 21, 1836.

LONDON AND BIRMING HAM CANAL—
CAPITAL—THREE MILLIONS.
In Shares of Airbo each—Deposit 47.
FROWISIONAL COSMITTRE.

Badger, Thomas, Esq. Dudley.
Bagnali, John, Esq. Westbronswich.
Barker, John, Esq. Wodverhampton.
Bradley, Richard, Esq. Tipton.
Ballock, Edwin, Esq. Westbronwich.
Cotterili, Thomas, Esq. Birmingham.
Dixon, Edward, Esq. Dudley.
Foster, Jämes, Esq. Stourbridge.
Finch, Francis, Esq. Great Barr.
Groat, Joseph, Esq. London.
Hawkes, Thomas, Esq. Mereden.
Groat, Joseph, Esq. London.
Hawkes, Thomas, Esq. Mereden.
Solleitoss—Messrs. Ingleby and Wragge, Birmingham, Millins, Walter, Esq. Handsworth.
With power to add to their number.

Solleitoss—Messrs. Ingleby and Wragge, Birmingham, Messrs. Baxendale,
Tatham, Upton, and Johnson, 7, Great Winchester-street, London; Messrs.
Wilson, Bell, and Steward, 35, Lincoln's-inn-fields, London.
CONSULTING ENGINEER—James Green, Esq. Exeter; John Thomas, Esq. London.
Scrawyon—Mr. Dugdale Houghton, Birmingham.
Bankras—Messrs. Taylors and Lloyds, Messrs. Molillet and Son, Birmingham; the Birmingham Banking Company; Messrs. Bixon, Dalton, and Co., Dudley;

SCRVEYOR—Mr. Dugdale Houghton, Birmingham.

BANKERS—Messrs. Taylors and Lloyds, Messrs. Molillet and Son, Birmingham the Birmingham Banking Company; Messrs. Bixon, Dalton, and Co., Dudley Messrs. Hankey and Co., 7, Furchurch-street, London; Messrs. Vere, Sapte Banbury, Muspratt, and Co., 77, Lombard-street, London.

Banbury, Muspratt, and Co., 77, Lombard-street, London.

CONDITIONS:

1. The Act of Parliament will provide that no person shall be responsible beyond the amount of his Shares.

2. Deposit of #2 per Share to be paid, and no further call will be made till the Act be obtained.

3. The Deposit shall be available to the necessary expenses of the undertaking.

4. Interest at the rate of 33 per cent. will be allowed on the calls, until the completion of the Canal.

letion of the Canal.

5. Calls will be made after the Act is obtained, by Quarterly payments of £6 5:

## PROSPECTUS

PROSPECTUS

Of a line of Navigation from Birmingham to London, commencing at the Stratfordon-Avon Canal in Warwickshire, and ending at the Regent's Canal, London, to be called THE LONDON AND BIRMINGHAM CANAL NAVIGATION. The great and leading objects of the proposed undertaking are—
First.—To effect the cheapest and most direct practicable line of water communication between London and Birmingham, and the great mining districts of Staffordshire, Worcestershire, and Shropshire.

Second.—To obtain, by the communication it will open with the Regent, Stratford, Worcester, Birmingham, Birmingham and Liverpool, Eliesmere and Chester, Trent and Mersey, and Bridgewater Canals, the quickest, cheapest, and most convenient line of canal conveyance, between London, Birmingham, Liverpool, and Manchester; also by a junction with the Oxford Canal at Banbury, an improved communication to the city of Oxford.

Third.—To give the facilities and advantages of water conveyance to the valuable and extensive districts capable of great and rapid improvement, and to which nothing can so materially contribute as a cheap and direct communication with the Metropolis, and the great manufacturing towns of Warwickshire and Staffordshire.

ordshire.

It must be evident that the proposed undertaking embraces objects of the highest national importance, and cannot fail to produce great and almost incalculable advantages to the Agricultural, Commercial, and Manufacturing interests of the incident.

vaulages to the Agricultural, Commercial, and Manufacturing interests of the kingdom.

The extraordinary facility that this line would give to London and Liverpool, it the manufacturers of Manchester, Birmingham, Wolverhampton, Duiley, Stour bridge, and Walsall, and to the Proprietors of Mines and Works in the counties of Stafford, Worcester, and Salop, must be obvious to the most superficial observer limingham and Wolverhampton, and the contiguous mineral districts, wouls then be situated about midway, on the great thoroughfare water communication between London and Liverpool, and London and Manchester; and as vessels would be passing incessantly in each direction, the increased facility and dispatch could not but be productive of the highest advantages. The saving in distance by the proposed route will be thirty-six miles, and the locks will be reduced from one bundred and seventy two to forty-eight.

One event feature of the proposed undertaking, is the opening of a cheap com-

busined and seventy two to forty-eight.

One great feature of the proposed undertaking, is the opening of a cheap communication between the Metropolis and the great coal fields of Staffordshire and Worcestershire. In the attainment of this object, every inhabitant of London ought to feel himself interested, experience every day framishing additional proofs, that nothing but effective competition from the interior of the kingdom can insure to the householders of London a regular and steady supply of coal at moderate prices. Perhaps it is scarcety possible for the most sanguine mind to form an adequate conseption of the benefits that would result from anabling the midliant coal proprietor to conspete with the northern proprietor, in supplying London with coal—monopoly would be residered impossible, combination frustrated, and free and active competition completely impossible, combination frustrated, and free and active competition completely impossible, combination frustrated, and free coal can be delivered in the City Basin at prices warying with quality, from I be, to 20s, per ton.

and active coul can be delivered in the City Basin at prices varying.

20s. per ton.

20s. per ton.

With a view to render this concern as extensively useful as possible, the rates tonnage will be low, and thus command that great mass of business which lower asky follows moderate charges.

Manure and road materials will be permitted to pass at low rates. Wharfs we have provided where the canal will intersect main thoroughlares, and every encorporate to the district of the free development of the energies of the district pass.

ragement be afforded to the free developments to the state of the best modern free which the canal will pass. The proposed margiation will possess all the improvements of the best modern ranals. Where tunneling is necessary, two tunnels, with a towing path under each, will be made; the sides of the canal will be walled; and the greatest of all modern improvements, the double towing path, will be carried throughout the canals. Where each, will be ma modern in

causis. Where tunneling is necessary, two tunners, what is the greatest of all each, will be made; the sides of the causal will be walled; and the greatest of all each, will be made; the sides of the causal will be walled; and the greatest the modern improvements, the double towing path, will be carried throughout the whole line.

Confident in the superior cheaphess and convenience of water emveyance (particularly as regards raw materials and beavy commodities), the promotors of this undertaking have no he-sitation in submitting their pian to the public, is the fixed of the numerous railways now in course, of formation; every, day, in their pade each of the numerous railways now in course, of formation; every, day, in their pade meen, formating further and salisfactory proof, that, though railway conveyance may be preferred we passengers and light goods, that require dispatch, and will be a high rates of themsel, the great built of the trade of the constraints of the superiority will still bear high rates of small, the medians of obsens natively will still be carried on through the medians of obsens a still product on healthfain in stabing, that the prospect of remomeration is in the highest degree encouraging; and that, if due consideration be given to the micross of the proposed line, to the great extent and simplicity of in levels, to the micross of the proposed line, to the great extend and simplicity in levels, to the emperiority it will possess in respect to distance, and integral to ensure the subject of the subject of

Gentleman,—F request that you will reserve and accure to me — shares in this Companys and, in consideration thereof, it gives to take the sain shares, and to pay the deposit of AC as montioned in the Papporter.

posit, Discount, Lots, said Acordy.

Capital a 1000,000, in 20,000 shares of a 50 with,

CENTRAL STREET, STREET,

LONDOR AGENTS—LEADING and Westerlie for Bank. Loxinor Admirator London and Womenfacter Bank.

Latenshire—Manchester and Liverpool District Lanks, and the Lancaster Banking Company,
Yorkshire—Yorkshire District Bank; and the heapthes; Wolkshire Banking Company,
Lastern Counties—East of England Bank; Blank of Greet Varmooth and Diswich.
Midland Counties—Later of England Bank; Blank of Greet Varmooth and Diswich.

Midland Counties—Later of England Company; Northamptonshire District
Bank; Chesterfield and North Perbyshire Ensking Company,
and the Nottingham and Northrephamshire Banking Company,
North of England—North of England Joint Steel Bank.
West of England—Wilts and Dorset Banking Company.

West of England—Wills and Dorset manking Company, ecoraAni.
Edinburgh—National Bank of Scotland.
Glasgow—Western Bank of Scotland.
Dundee Commercial Bank of Company.
Aberdeen—Aberdeen Banking Company.
Lewbow wrock sacages.
Mesers, Edward Ellis and Company.

Messers. Edward Ellis and Company.

PROSPECTUS.

The system of Joint Stock Banking has now become so familiarised to the public mind, by the results of a long and successful experience, as to render any minute enumeration of its principles wholly unsecessary. The association of an unlimited number of proprietors affects the most undustried security for deposits and every other banking liability, and insures the croafms of any given amounts of paid-up capital, which cannot be affected by the death, retirement, or private incumbrances of any of the partners. The management is confided to a board of directors, elected by the death, retirement, or private incumbrances of any of the partners. The management is confided to a board of directors, elected by the death, retirement to administer its affairs with that prudent foresight which lies between the extremes of under caution and artificial excitement to speculation. The directors render an account of their proceedings at the general meetings of the proprietors, when a statement of the bank's assets and liabilities is certified by auditors who have no connexion with this body. Besides this efficient check upon the management, the fact of the company deriving its support from a large number of individuals of varied capital, and of equally varied social influence, affards a moral protection against the commercial and political panies which were wont to paralyse the productive interests of the country. As a further protection to the proprietors, a provision is invariably inserted in the deed of settlement, enjoining the dissolution of the surplus fund. No much loss, however, has yet befalted any one of the numerous joint stock banks formed in Ireland or in the sister countries—a circumstance which is, of itself, a triumphant vindication of this system of banking.

By a rigid adherence to the above principles in her banking institutions, Scotland is mainly indebted for the rapid development of every department of her industry. The best evidence of the strong hold which

and Liverpool District Bank might also be referred in, were it necessary to multiply instances in proof of an unchaptate fact.

It is now proposed to extend to the city of Dublin the same system of banking which has, in England, been attended with acknowledged benefits to the productive classes of the community, as well as to the owners of uncomployed capital. The distinctive attributes by which the Union Bank of Ireland will be characterised are the following:

1. To supply a place for deposite equal in point of security to the Bank of England.

2. To sustain a liberal system of banking, by allowing interest upon longinetics, and upon the balances of current accounts, on the terms acted upon by the English joint stock banks. The adoption of this valuable principle will, it is well known, form as entirely new feature in the system of banking in Dublin.

3. To afford every practicable facility in the discounting of bills upon England; and in other banking transactions.

4. To establish a reciprocity of banking accommodation, upon an improved plan, between the Union Bank of Ireland and the joint stock banking companies of England and Scotland.

5. In consequence of the numerous and respectable constituency already secured to the Union Bank of Ireland, it will tend to acrest, or at least to limit the range of commercial pathics, and become a valuable auxiliary to social order in times of political excitement.

6. To be entirely independent of any joint bank of ireland will secure all the objects above enumerated, give a healthful stimulus to the agriculture, trade, and commerce of Ireland, and return a liberal interest to its proprietors, the following to the substitute.

CONDITIONS

are submitted:—

1. That a joint stock bank be established in Publia, to be called, "The Unio Bank of Ireland;" and that it be a bank of deposit, discount, loan, and agency.

2. That the capital stock of the company be one million sterling, to be divided into 20,000 shares of \$\mathcal{E}\$0 each; and that power be vested in the general board of directors, with the consent of two-thirds of the entire shareholders, specially sum moned to a public meeting for such purpose, and at which voting by proxy will be allowed, to increase the capital stock of the company to any sum not to excee three millions sterling, and to make a corresponding increase in the number of \$20\$ each.

shares of £50 each.

3. That each person, on being enrolled a proprietor, juy five shillings per share, to be applied to the expenses of instituting the company; a sum of £5 per share within thirty days after the election of the board of directors; a further sum of £5 per share within ninety days after such election; and that provision be made for any further instalments upon the shares, over and above the sum of £10, to be paid in such way and at such times as the directors may appoint; but that no instalment is to exceed £5 per share, and three months' acting of its payment to be in every case given.

4. That the affairs of the

in every case gives.

4. That the affairs of the company be superintended by a general board of directions, to consist of not less than twelve qualified, English and Irish proprietors, that a board appoint six of their number, residents in Dishin and in its immediate inity, to direct the operations of the company in Dublin, in conjunction with a general/manager to be chosen by the board, for a period not to exceed twelve inthis; such persons to be designated "the Dublin Board of Directors," and their secessings to be regulated by the rules or by laws made and approved by the serial board of directors.

That the generates

That the company be considered as constituted when the shares tal

5. That the company be considered as consumpted when the properties of the properties of them held in Dublin, at which the general courd of directors be elected, to continue in office one year; one-flaird of whom to extre annually, but to be re-eligible.
7. That at the above meeting of the proprietors, each proprietor may vote by insactl, or by another holding his written proxy; and that the votes be regulated has—five shares, one votes; ten shares, two votes; twenty-five shares, three votes; itly shares, four votes; seventy shares and qipwards, five votes.
8. That any proprietor holding fifty shares be eligible to be elected a member of he general board of directors; and any director becoming histolyant, or ceasing to hold the shares before provided, to be disqualified from office.
That the directors, and all officers and circles of the gompany, sign a pissign of

CARN BREAZ

CARN BREA.

Continued from No. 3.1.

During the reigns of Ethelbahd and Ethelbert, the Dance, whose appetite for plandar Zegor on what is fed on, "continued their preclatery ravages. Ethred was active and valorous, but the rappelity with which the Dancs made their subremsive inreads beft him source a moment's repose; and, after a short and turbulent relea, he loft his precasions inheritance to his brother Alfred. During this period an unclent author observes, that "the Dancs sailing Fenwith Strait unde sad havee in Devenshire and Cornwall, dindeed, to passift the miscries of Cornwall, arizing out of their depreciations, would be a task of no common difficulty. While the larger Danish expeditions were plundering the internal parts of the kingdom, the smaller piratical hordes were almost dady savaging Cornwall, and although they were frequently defeated sind driven back to their ships, they invariably contrived to carry off no infonsiderable booty. Our ancestors might sow, but it was their enemies who reaped; they bred flocks and herels, but they not unfrequently became a prey to these maranding barbarians. Having deposited their booty in their ships they retired, but only to make a fresh descent on some other less protected part of the coast. The scattered inhabitants, unable to resist, were fain to flee into the more populous districts for protection; and it was not until their forces were concentrated on or about Carn Rens, or some other such advantageous position, that they were enabled to make any effectual resistance; and even then too frequently at no little sacrities of life and limb.

In the heroic Affred the Danish freehooters had to encounter a much more formidable rival than they had hitherto net with in England. This great prince, despite his neglected education, gave decisive evidence of splendid talents and streing with his strength, urged him forward in the purrout of acquirments which directed his generous and particle vives, and prompted his heroic spirit to deeds of noble daring. Scarcely were

hence the kingdom was still barassed by their ravages, and Cornwall and Carn Brea bore no small share in the infliction.

The Danes, instead of leaving the kingdom in conformity with their treaty with Alfred, still marched and counternserched, exacting contributions from the inhabitants, until reinforced by a considerable body of their countrymen, under the command of three princes, of whom the celebrated Guthrum was the chief. It was not long before such a multitude of freebooters discovered that their position was too strait for them, so breaking up their camp, they split into three parties, of which one—not the least formidable—and under the command of funtrum, marched westward, and andacciously took up that position from which Alfred had, by sword and treaty, so recently dislonged them. Several of those princes and chieftains who, in this day of peril, should have remained at their posts to support their gallant leader, despairing of success against adversaries whom force had failed to subdue and treaty to bind, either fied the kingdom, or sought among the ancient Cornists on Carn Bres, and other native hills, that repose which the internal parts of the kingdom denied them; and Alfred was left almost single-handed to combat the formidable foe. Though labouring under these serious disadvantages, he mustered his handful of faithful adherents, and in several pitched battles and skirmishes, almost without number, he so far humbled the marauders that they were again fain to negotiate. Alfred's circumstances, too, were more suited to treaty than to a continuance of hostilities, consequently a compromise was effected, and anxious, if possible, to bind the Danes to their stipulations, imposed their obligation by a solemn each. This oath the impious barbarians soon violated, and falling in an unguarded moment on Alfred's little army, they almost annihilated it at a blow, and marched directly for Cornwall.

## ON VENTILATION OF MINES.

The following letter on this important subject has been addressed to the Editor of the Giasgoot Liberator by Mr. James Hendris.

Editor of the Glasgew Liberator by Mr. James Hendris.

Sin, —Since you published my letter to you in the Liberator, a few weeks ago, I observed the Editor of the Mining Journal had the goodness to give it a place in his first publication thereafter. Shortly after I saw a notice in said Journal that a representation of a machine would be given through it, for ventilating mines, by M. J. Brunel. Esq. Thinking, as I did, that all was up with me on that subject now, for this wenth he an article combining cheapness and simplicity, and thoroughly effectual in every point, I surely longed to see it. The Mining Journal containing the promised sketch of a machine which is set up at the mine De l'Experance, at Seraing, by M. Leon Symonis, of Verviers, is just now before me, and I must say I am not a little disappointed; instead of its being the major simple thing that I ever thought of, it Is a six-horse power engine, with more complicated appendages and gearing than is required for lifting both coals and water at any of the ordinary workings in this country, at least it will cost more expense in teur and wear to keep it working—and all for ventilatios.

The the directors, and all offerers and clorks of the pointerry, sign a piece of secrety as to the transactions with their customers, and the state of accounts with their customers, and the state of accounts with their customers are the past-up capital, and the whole of the surple states.

10. That should one fourth part of the past-up capital, and the whole of the surple states.

11. That a decol of settlement be prepared to contain all necessary and proper provisions for the efficient management of the hank, and the security of the property contains for the efficient management of the hank, and the security of the property contains the part of the part of

GEOLOGICAL SOCIETY OF LONDON.

GEOLOGICAL SOCIETY OF LONDON.

ADDRESS OF THE PRESIDENT AT THE ANNIVERARY MEETING.

(Continued from No. 34.).

It is with pleasure that I next call your attention to the investigations which Mr. Marchison has been steadily pursuing in the older fossiliferous rocks of Wales and the bordering counties of England. He has at length brought his survey of New years to a successful termination; and his work will form a most important step in the progress of geological science, not merely as elucidating the history of a portion of the sedimentary formations of our island, but as fixing the characters of a succession of normal groups to which the strata of other parts of Europe, and perhaps of America, may be referred. A large and beautifully illustrated treatise, in which he intruds to give a detailed description of his original observations and views, will soon the published. In the mean time we have tasted, as it were by anticipation, the fruits of his labours, having, year after year, received at our meetings the earliest intelligence of his discoveries, and having freely discussed and criticised them long before it has been possible for him to lay the shole in a matured and digested form before he public. You are aware that the system of rocks, which have been the chief object of his research, constitutes the upper part of what was formerly called the transition or greywacke series. In these strata, which had previously remained in a state of obscurity and confusion, he has distinguished several formations. The old red sandstone rests conformably on the uppermost of these, while the lowest of them repose both conformably and unconformably on the ancient alate-rocks of Wales. Mr. Murchison proposes the general name of "Silurian" for this which the word "transition" had been applied, some suthors including in it the carboniferous rocks, and also from the still greater confusion introduced by the word "transition" had been applied, some suthors including in it the carboniferous rocks, and also from the still greater c

location, he points out, in the Cambrian System of Pendrockeshire, examples of the existences of two classes of trap rock, one bedde or contemporaneous, the other amorphous and of posterior intrusion. He further shows that the main directions of the stratified deposits of this county are parallel to divergent zones of trap.

In another paper the same author states that he has lately discovered to the north-west of Shrewsbury, proofs of an eruption of trap posterior to the new red sandstone, and probably to the lias. This line of fissure along which he has observed the new red sandstone affected for a distance of thirty miles is on the precise prolongation of a linear cruption in the Breiddin Hills, which he had previously pointed out as sharing been in progress during and after the epoch of the deposition of the Silurian stata. The more modern trap is made up of a peculiar felspathle rock identical with some of those at the great veat of eruption fifteen miles distant, where they both alternate with and are intruded into the more sacient deposits.

It appears from these observations that volcanic operations were renewed along the same line after a wide interval of time, showing that we must be on our guard against inferring the synchronism of coincident lines of derangement. The repetition also in the same spot and at two distant periods of a trap identical in mineral character is curious, and reminds she of an opinion lately mentioned to me by Mr. Von Buch, that the composition of lava is often determined by that of pre-existing volcanic rocks near the point of cruption. Thus on two opposite sides of the same volcano, as on Teneriffe or example, a trachytic slow of lava will issue from a mass of trachyte, and a basaltic flow from rocks of basalt.

Mr. De la Heche has shown that the trappean rocks are associated in such a manner with the new red sandstone of part of Devonshire—among other phees, near Thereton and Exeter—as to indicate that the trap and the sand-ard problems, search the work of the period. Some

The syenite is composed of dark green crystallized hornblende and brownish red felshar, with occasional grains of quartz; and the chief point of interest consists in the circumstance that the syenitic veins have the appearance in general of being regular beds in the mica-slate, being for the most part conformable both in strike and dip. They are found, however, when more closely examined and traced for some distance, to deviate from the stratification of the midga-slate, and to have an indented and saw-like edge at their junction. Similar agentic veins also penetrate through the chalk in the neighbouring part of the const, and near their contact with the chalk notules or spheroidal masses of syenite are occasionally observed so isolated and surrounded by chalk, that had not the intruding veins clearly proved its posteriority, the syenite might be mistaken for the older rock, rounded fragments of which had been inhedded in the calcarcous strutum. These phanomena remind us of the isolated modules of granite which in Cornwall, the Valorsine, and other constites, queue in the immediate vicinity of granite veins.

Valorsine, and other countries, occur in the immediate veinity of grants veins.

I have next to call your attention to an able sketch of the geology of Denmark, which you will find at some length in our peroceedings, from the pen of an eminent Danish naturalist, Dr. Beck, of Copenhagen. He describes in Bornholan, besides the grantife and Silurian rocks, certain strata which appear to agree with our Weakleri group in "mineral character and fossil plants, some of these being the same as those found in the Hastings sands, although the shells are marine. In Bornholm this formation is characterised by containing coal. The most remarkable feature in the grokey of Denmark Proper is the great development of the cretageous system above the white chalk with nodular flints. In the island of Seeland the ordinary white chalk and others peculiar to itself, especially univalves of the green records, Panan, Voluta, Oliva, Cyprea, and Nautilus. At Fanos this rock consists of an aggregate of corals of unknown depth, but certainly more than forty feet thick. When I myself visited the Faxoe quarries in 1834, in company with Dr. Forethammer, the rock struck me as agreeing any with Dr. Porchi

with the description usually given of the limestrue in recent coral rects. The fossil zoophytes of Faxoe are often cemeated together; by white chalk, which may recall to your recollection the recent chalk which Lieut. Nelson has presented to your recollection the recent chalk which Lieut. Nelson has presented to your measurement of the coral rects of the Bermudas. This recent substance is not distinguishable from some of the white marking chalk of England, and like it is composed of pure contourned of lime. It is in fact a white earthy mad, known to be derived from the decomposition of the softer corallines, such as Enchara, Einstra, and Cellipora. These observations support an giorific whiches long been intertained by some geologists that all chalf may be derived from the decomposition of shells and zoophytes. While on this subject I may pention a discovery made by Mr. Lonsdale during the last summer, and which he has permitted me to announce. In arranging our collection he has found that our common white chalk, especially the upper portion of it; taken from different parts of England (Portsmouth and Brighton among others), is full of minute corals, foraminifers, and valves of a small entomostracous naimal resembling the Cytherina of Lanarek. From a pound of châlk he has procured, in some cases, at least a thousand of these fossil bodies. They appear to the eye like white grains of chalk, but when examined by the lens are seen to be fossils in a beautiful state of preservation. with the description

Lamarek. From a pound of châlk he has procured, in some cases, at least a thousand of these fossil bodies. They appear to the eye like white grains of chalk, but when examined by the lens are seen to be fossils in a beautiful state of preservation.

According to Dr. Beck there is a whitish and hard chalk above the Faxoe beds almost entirely made up of pulverized zoophytes including bivalves and Echini, chiefly of the same species as those of the white chalk with flints, and with coruls like those of Faxoe. There are layers of flint or chert in this upper division. These conclusions, draws from a careful examination of an extensive series of the Danish fossils, are very important, for it was formerly imagined by Dr. Forchhammer that the Faxoe beds and the overlying chalk belonged to the calcaire grossier, an idea suggested by the generic resemblance of the shells to those of the tertiary deposits. But aone of the species, according to Dr. Beck, agree with any known tertiary fossils, and the secondary genera Announted and Beaulite occur among the Faxoe shells. Some of the Faxoe corals agree with those of Maestricht, and the nevest of the cretacous formations of Sceland and Jutland agree, more nearly with those commonly called the Maestricht beds than with any previously known. Dr. Heck, however, says that the organic examins differ on the whole from those of Maestricht, and are more analogous to those found at Kunruth near Liege. The cliffs of Moen, one of the Danish islands, are composed of white chalk with nodular fliats. The fossils agree with those of the chalk of England and France, as was shown if the year 1827 by the list of more than one hundred species of them given by Dr. Beck, in Leonhard's Taschenbuch der Mineralogie. Two years before, Dr. Forchhammer had published, in the Transactions of the Royal Danish Academy, his opinion respecting Möen, and extracts from his paper afterwards appeared in the Ediaburgh Journal of Science for July, 1828. He then considered the Möen chalk to be an integral part of t

mparing fossil and recent shells, and from the opportunities thus we may look, at no distant period, for results which will materially the general progress of fossil conchology.\*

[To be continued.]

## GEOLOGICAL SURVEY OF GREAT BRITAIN.

In consequence of representations addressed to Government in July last, that the officers employed on the Geological Survey of Great Britain would have constant opportunities afforded them of collecting specimens, illustrative of the application of geology—or, in other words, of the mineral results of the second of the sec

illustrative of the application of geology—or, in other words, of the mineral wealth of the country—to the useful purposes of life, it has been determined to form a Museum for the reception of such specimens, from time to time, and to place them under the Department of Woods and Works.

It is intended that this collection should contain specimens of the various mineral substances used for roads, and in the construction of public works and buildings; and that they should be arranged with reference to the situations whence they were obtained, and which it is proposed to lay down on maps, to be provided for the purpose.

It is considered, that in this manner a large mass of information may be collected and condensed; and that all parties desirous of information on the subject may be enabled to judge how far our mineral wealth may be made available for any undertaking they may be professionally engaged in, or that they may be anxious to promote for the ornament and advantage of their country.

in, or that they may be anxious to promote for the ornament and advantage of their country.

The collection is at present quite in its infancy. The specimens hitherto transmitted are few in number, though extremely valuable, consisting chiefly of specimens calculated to exhibit the agricultural character of a particular district of the county of Cornwall. Some are specimens of materials available for roads; others (and these promise to form a very valuable portion of the collection) are specimens of the various rocks which either are or conveniently may be employed in the construction or decoration of public or other buildings. A fourth, and perhaps the most valuable class, contains specimens of the ores of various metals, and will be an arranged as to show the mode of occurrence of these ores in veins, the process by which the ores are fitted for the markets, and the metals subsequently extracted from them.

the process by which the ores are fitted for the markets, and the metals subsequently extracted from them.

As we have already stated, the collection is at present very small; it is not yet in a condition to be exhibited to the public. Indeed, it must be obvious that the collection of specimens, to be at all available for its intended purposes, must be considerable, and comprise specimens from various districts. The arrangement has, however, been confided by the Government to-Mr. De la Beche, one of the vice-presidents of the Geological Society; a gentleman who, from the first conception of this national establishment, has been unremitting in his exertions to promote it.

We have much pleasure in stating that the collection, even in its present condition, contains the elements of much good; and that if the plans of the Government receive that encouragement which has already been

of the Government receive that encouragement which has already been afforded them, there can be little doubt that this Museum will become an establishment of considerable importance to the public at no very distant

Here, then, we have the bases of a School of Mines, and, we doubt not, but government will earnestly aid a measure of so much national importance, and one in which we take so much interest.

Inon Minn.—Mr. Crawslay, the great iron-master (who, it is reported, has cleared no less a sum than 300,000% by the recent advance in the price of iron), is working with a good deal of vigour the recently discovered mine at Wootton Courtenay, near Dunster, which affords employment to the labouring poor in that neighbourhood. The farmers also are enabled to turn the farm teams to good account, and the poor men with their donkies are likewise engaged in hauling the ore to Minehead, whence it is shipped to Waics. Sometimes more than a hundred carriages of various descriptions may be observed on the road leading to the port.

• Having been led to speak of cretaceous feasils, I may state that it has been a question whether certain fossils found in the English chalk, and called by Mr. Mantell Happarites Marlowi, are truly referable to the genus Hipfarite. When I first saw one of these frossils in the collection of Mr. Robert Hudson, I complective that it might belong to the family of Conia and Balanus; but I regret that this opinion has been published as mine in Louison's Magazine, as it was abandoned by me as soon as I had opportunities of minutely examining the specimens. (See Loudon's Mag., No. 8c.) Without being able to decide whether they are truly Hipparites, I may state that I believe them to belong to the family of Rudistes of Lamarck, and that they are not allied to Conia.

#### CORNWALL LENT ASSIZES. ENGLISH MINING ASSOCIATION.

N AND OTHERS P. HUMPHRIES AND OTHERS.

ENGLISH MINING ASSOCIATION.

This cause, which we consider as one of the greatest importance to a mining interests of this county, came on for trial, before Mr. Baron Bola, and a special jury (the rule for such jury having been granted at the instan of the defendants), at the recent assizes held at Launceston, and occupithe Court from Thursday, the 31st of March, to Satarday, the 3d of Ape both inclusive; the report of which we extract from the West Briton.

The plaintiffs in the cause were the adventurers in a certain mine cala. "Wheal Perran," situate in the parish of Perranzahuloe, within the Duch manor of Tywarnhayle, which they claimed to hold under a grant or liera from the late Charles Carpenter, of Moditonham, in the county of Deva its Duchy lessee, to search for copper ores and all other minerals and meta (t i and royal mines only excepted) within the limits and boundaries a scriva in such grant or lieense.

The defendants were Mr. Henry Humphries, of Rosemundy, the manage agent of the Great St. George copper mine, situate in the several parishes Saint Agars and Perranzabuloe, and also within the Duchy manor of Tywar hayle, and Sur Thomas Turton, Bart, the chairman, and Duncan Campble Esq., and other gentlemen, the members of the board of directors of a English Mining Association, which association constitutes the present at venturers in Great St. George Mine.

During the last year a bill was filed in the Court of Chancery by the plantiffs in this cause against the defendants, and an ex-parte injunction we obtained, which, upon the coming in of the answer of Mr. Humphries as the other defendants, was subsequently dissolved. In the progress of the suit in Chancery, an issue was directed by his Honour, the present Massof the following effect, viz. :—"Whether the sain leage or set of a plaintiffs was, as against the smil defendants, a value agar subsisting lease set, as to the whole or any, and what part of the nace a subsisting lease set, as to the whole or any, and what part of the nace as increase of t

same to the late Thomas Humphries, Esq., the father of one of the prese defendants, and by whom the sett was afterwards assigned to the Engla Mining Association, now forming—the adventurers in the Great St. Georganine.

The real question in the cause was, whether Mr. Carpenter, in the most of April, 1830, had acted legally or otherwise, first in revoking a part of a last mentioned sett, or license, of the 11th Sept., 1822, and afterwards in a voking the whole of such sett, or license, for an alleged forfeiture, by brea of covenant, upon the plea of the whole of the ground contained therein a having been effectually worked by the Great St. George adventurers at a and the same period of time; and whether Mr. Carpenter was justified law in re-granting a part of the same ground within the heart of the Grant St. George sett, and which must of necessity have been drained of water the steam-engines of that mine, to the plaintiffs under the name of Water the steam-engines of that mine, to the plaintiffs under the name of Water the jury, and in the reading, by Messrs. Dumpier and Crowder, the plaintiffs other counsel, of a large mass of documentary evidence, comment with the sett of the 18th of May, 1830, under which the plaintiffs claims and consisting of various copies of the bills, answers, affidavits, and lette which, under a Judge's order, were to be admitted on the trial. On a second day, the plaintiffs called many witnesses, with the view of show that the defendants had committed a breach of covenant, by neglecting sink the shafts and winzes, and to pursus the levels in the old part of Sa George mine: and principally by the removal of one of the steam-enging from thence to another part of the sett at the eastern part of the mine, the abandoning the same, as was countended by the plaintiffs' counsel, by we means the right of re-entry had accrued to Mr. Carpenter, and which he hegally and properly exercised. Out of the cross-examination of the plainfs' witnesses, which lasted till after twelve o'clock on Friday nig

that the lord ought to have been abundantly satisfied with the mineramanner in which the Great St. George mine had been worked by the press adventurers.

On Saturday morning, soon after the court opened, Mr. Serjoant Homeommenced a most powerful address in reply, on behalf of the defendants, the course of which he alluded, in a strain of great severity, to the pluction, by the plaintiffs, of a confidential letter, written by the late blumphries to Mr. Carpenter, upon the subject of the Great St. George st This address appeared to leave a considerable impression in favour of the fendants on the minds of the jury; he declined calling any witnesses, con dently relying, as he said, on the jury returning a verdict for his cilents.

The Court having adjourned for a short time, again resumed its sitting when the learned judge summed up the whole of the evidence adduced on a part of the plaintiffs with great perspicuity, calling the attention of the jit to the impossibility of the whole of a sett being worked, in all its parts, one and the same moment of time, and porting out the obligations whadventurers in mines were under of draining the water at all times, by one pertent engines and machinery, and of keeping the levels free from othals rubbish; so as not to impede the necessary communications between the ferent parts of the sett, and to fulfit the covenants contained therein, as parts of the sett, and to fulfit the covenants contained therein, as a gainst the defendants, a valid and subsisting lease or sett, as to the whor any, and what part of the mines and minerals, within the limits a boundaries therein described."

The jury, after a short consultation, returned the following verdlet:—

"We find for the defendants. We are decidedly of opinion that the sett in 1th of September, 1822, of the Great St. George mine (as described Captain Gripe) included the Bolenna, the Tywarnhayle and the Date Captain Gripe) included the Bolenna, the Tywarnhayle and

The jury, after a short consultation, returned the following verdict:

"We find for the defendants. We are decidedly of opinion that the ithe 11th of September, 1822, of the Great St. George mine (as describ Captain Gripe) included the Holenna, the Tywarnhayle and the Wastrel, and that since that there has been no breach of covenant."

Thus their verdict confirmed the legal title of the English Mining

to this valuable portion of their original sett, of which they were deprived, and the returns from which, we trust, will most amply them for the various expenses which they have been obliged to just and necessary defence of their rights.

Tux SEA.—From the great depths which have been actually ascertain some places, and the great extent of sea in which no bottom has be found, we may conclude that we are under the estimate when, include banks and shallows, we allow one mile in depth for the whole. Even banks and shallows, we allow one mile in depth for the whole. Even gives us a most enormous quantity of water—a quantity which, estimate in tons weight, which may be considered about horse-loads for draw we have the entire quantity of sea-water, with all its saline ingredient amounting to the enormous weight of 600,000,000,000,000,000,000,000 (six left three and four per cent. consists of different saline ingredients, and rest of pure water; so that water in the sea available for the purpose animal and vegetable life, the supply of springs and rivers, and all of purposes for which water is needed in the economy of the hard, asset to five hundred and eighty thousand billions of tons; and the quantity salt, at least of saline ingredients, to about twenty thousand billions cons.—Robert Madie.

Paussic Acro.—The most deadly poison known might be consists as decidedly a vegetable production, as it is found in the kernel of peech, plum, and bitter almond, in the leaf of the harrel, &c.; is animal fibre, mixed with potash or its carbonate, be projected at strongly-heated crucible, the mass becomes pasty, and affords, by tion and crystallization, a salt of potash containing this acid.

U

### CHAMBER OF DEPUTIES.

CUSTOMS TABLET BILL.—BUTIES ON MON.

The importance of this discussion has induced us to give a lengthened report, which the enlarged size of our paper this week enables us to do, without prejudice to other subjects, more immediately connected with mining than with commercial pursuits. It is, however, of the first importance to this country, as relates to our manufacture of iron; and particularly at a moment when so much excitement prevails in the iron trade.

At half-past one o'clock, M. Dupia, the president, took the chair, when, after the presentation of a variety of reports, the Chamber resumed the discussion of the Customs Tariff Bill. The president announced that the next paragraph related to the duties on iron, and that M. Duchatel had asked to be allowed to offer some observations on the subject.

Here there was a general uproar in the hali, and about twenty voices cried out that they also had something to say on the matter. Several then ran up to the president's bureau, and gave in their names to speak for and against the article.

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Mr. Co to the H rier House ssigned to the present the Englis St. George

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Here there was a general uproar in the hall, and about twenty voices cried out that they also had something to say on the matter. Several thea ran up to the president's oursus, and gave in their names to speak for and against the article.

M. Duchatel vindicated the government from the reproach of wishing to favour foreign iron to the prejudice of the domestic article. He was aware that an immease capital was vested in that branch of industry; that a considerable number of workmen lived by it;—the object of the government in reducing the duties on iron could not have been to injure that branch of industry—it was merely to stimulate it, without endangering its stability.

WEDNEDAY, APRIL 20.

The discussion of the Tariff Customs Bill was resumed.

The president read the 1st article, viz.:—"Cast iron, each mass not weighing less than 50 lbs. (English), in a raw state, imported by sea, and from the coast as far as Blancmisseron, exclusively, shall pay a duty of eight francs per 200 lbs. (English) weight."

The commission proposed to reduce that duty to seven francs.

A member, a deputy of the Arriège, opposed the reduction, which was supported by M. Desjobert, who thought that a duty of 37 per cent, was a sufficient protection for the domestic article.

M. PAGES gave some information on the iron-works of the department of the Arriège, which, he said, produced one-half of the iron of France. He then pointed out the disadvantages under which it laboured, from the want of means of transport for its produce, which was nearly all consumed in the immediately adjoining departments. The Swedish iron, he said, could be brought to Bordeaux at a cheaper rate than that of the Arriège, which certainly equalled it in many respects. The proprietors of forges in that department had made every sacrifice to lower the price of their iron; and since 1812 it had undergone a reduction from 90 to 46 francs. M. Pages insisted on the necessity of maintaining the protecting duty, in order to enable French industry to compete with foreigner

French industry to compete with foregaces, and accordingly to the reduction.

M. Desjonert again offered some observations, which induced M. Dugabe, the third deputy of the Arriège, to ascend the tribune, and support M. Pages' appeal in favour of the iron-works of his department.

M. L'Herrette hoped that the Chamber would not be led astray by what the deputies of the Arriège had said in favour of their department, as it would be sacrificing the general interests of the country to mere local considerations.

The committee had proposed to reduce by one-fifth the duties on iron, prepared with wood and hammered, imported by the harbour of Fecamp, or introduced by Ainhoa or Behobia, in the Lower Pyrences, or along the northern frontier.

pared with wood and nammered, imported by the most here frontier.

M. CUNIN GRIDAINE, who succeeded M. L'Herbette, observed that because the Chamber had voted yesterday a reduction in the duties on iron prepared with coal, it was no reason why it should then adopt the amendment proposed by the committee relative to iron prepared with wood. This, he said, would be holding out an encouragement to fraud, and Belgium might then send into France masses of iron manufactured with coal, which it would be impossible to distinguish from that prepared with wood.

M. JAUDERT also opposed the amendment, because the reduction was no longer 1f. 25c. on 25f., as in the former case, but 3f. on 18f. The orntor then defended the wood fabrication, which, he said, was inherent to the sail. The Chamber had been much occupied with the iron of Sweden and Russia. France had nothing to envy either of those countries. Sweden and Russia had extensive forests, and men who were made to work with the stick. The produce of France was as fine as that of Sweden: the iron of the departments of Isere and Arriège were precisely of the same quality. M. Jaubert then showed that the protecting duties did not benefit the forest-owners exclusively, and denied that the increased value they had acquired, between 1814 and 1822, was owing to that motive, all other kinds of landed or house property having likewise increased in value, in the same proportion, during that interval. He then enumerated the quantity of forest land possessed by the state, which gave an annual revenue of twenty-four millions of frances, and cautioned his colleagues against impairing, by their decision, the resources of the government.

MM. Bignon and Valvyre supported the amendment of the commission.

terval. He then enumerated the quantity of forest land possessed by the state, which gave an annual revenue of twenty-four millions of frances, and cautioned his collesques against impairing, by their decision, the resources of the government.

M. Bignon and Valiye supported the amendment of the commission. M. Passy, the minister of commerce, opposed the principle that the reduction of the duty on cond-iros should necessarily be followed by a corresponding one on the article prepared with wood. The government had introduced no alteration in the detics on the latter, and would not accordingly agree to so considerable a reduction as that proposed by the commission. The price of iron in Sweden was, he said, 27 francs, the freight and other expenses 5 francs, and with the duty now paid it could be sold in France for 48 francs, which was about the same price as that of the French article. Now, if the reduction of 3 francs proposed by the committee were adopted, Swedish iron would only come to 45 francs, a sum inferior to the price of French iron. He voted accordingly against the amendment.

M. Ducas, the reporter of the commission, quoted, in support of the determination of his collesques, the opinion expecsaed by M. de St. Cricq in 1828, and assured the Chamber that the iron prepared with wood could bear, without danger, that slight diminution in the tariff. He contended that the value of forests had increased 70 per cent. state 1830, that the Swedish iron was far superior to French iron, particularly for steel articles, and that it was is dispensable for the demestic manufacture of instruments and cultery, to obtain it on moderate terms, to be able to compete with the English who receive it free of duty. M. Ducas then proved that the price of Swedish iron in France was 49 frances 50 cents.

M. Thiers, the president of the council, said he was sure the committee had conscientiously investigated the matter, but observed that it had taken for the hasis of its inquiries the documentary evidence of 1829—now every thing

mM. Allessand Depth that the committee had never intended that Frenchron should be left without protection; that littish or Swedish iron might be inquired freely, and showed that were the price of the English article 4-sterling, the French iron would still be sufficiently prefected.

After some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, M. Alles some further observations from the president of the council, and the succession of the Ragina, and the success to the Ragina and the council of t

ductive, because it connected two cities, the one the most commercial, and the other the most manufacturing in the world. But he maintained that railroads to any great extent would not be found to succeed in England; and when he was told that companies, where capital amounted to 1,000,000,000 f., had applied to the British Government to be authorised to construct 1,300 leagues of railroads, he was afraid that the people of that country was seized with another mania of wild speculation, such as those that occasioned already so much ruin—he meant the South Sen Bubble and the American Mining Companies in 1824; and the hon. orator regretted this tendency the more, as it would be injurious to a great nation for which he entertained the highest esteem.

steem.

The subject being one of great importance, occasioned considerable discussion.—The amendment, however, was ultimately negatived.

WEST INDIA AGRICULTURAL COMPANY.—Notice is Dereby given, that no application for shares in the Joint Stock of the Company will be received after Thills DAY (Saturday), and that the Allotment shares will take place on the 2th of May.

B. LUMLEY, Solicitor.

The Right Hon. The Parks of the Structure of the Company.

EST INDIA AGRICULTURAL COMPANY.

Capital #300,000, in 10,000 shares #250 cach. Deposit #2 per share.

Tacerase (with power to add to their number).

The Right Hon. The Earl of Mountmerts, Wm. Alexander Mackinnon, Esq. M.P.,

William Archbald Campbell, Esq.

Bankras—Messrs. Giyn, Halifax, Mills, and Co., 67, Lombard-street.

Soliciton—B. Lumley, Esq., 6, Quality-court, Chancery-lane.

Detailed estimates and prospectures have been prepared for the information of the public, and may be obtained from the solicitor, and sit the office of the company, 17, frommonger-lane, Cheapside.

Applications for shares may be addressed to the solicitor, B. Lumley, Esq., or to the Secretary, at the office of the Company, where further information may be obtained daily, from eleven to four o'clock.

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The Right Hon. Lord Bolton
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Coinnel Sir Richard Armstrong
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Newbury ... Messrs. Bunny and Blocock ... R. Baker, Esq. Parliamentary Agent—J. R. Hayward, Esq. Parliamentary Agent—J. R. Hayward, Esq. Parliamentary Agent—J. R. Hayward, Esq. A line of railway, escried south from Birningham, or from the London and Firmingham Railway, would complete the communication by railway, either in come of construction or projected, from Elihourgh and Glasgow on the north, the Mersey on the north-west, the Humber on the north-east, and Easter and Bristol can be west, with Southampton on the English Channel.

One of the most important points of view in which railway communication can be considered, is with reference to the market of the caustry for provisions. The farmer or grazier who can send his produce or cattle to market in the best condition, and at the lowest charge, and who can himself is the shortest time, and at the least expense, attend the market in person, must possess advantages, in the enjoyment of which no comparison can be made between parts of the country having the benefit of a railway, and other purts and possessing that facility. The railway now proposed will open many markets to the wide extent of country through which it will pass, and afford to it a full reasoure of the benefit of the great change now taking place by the general adoption of railways.

To the English manufacturer the importance of the proposed line, connecting, as it will, the north of England with the Port of Southampton, must also be very great. The commercial and maritime facilities afforded by nature, and row about to be improved by set, in the Harbour of Southampton itself, demand attentive consideration. This harbour is ten miles in length, six niles belows and four miles above the town, of great depth of water, and in breadth from half to three-quarters of miles and the surface of the marchouses on arranged as to admit of the important privilege to the merchant of bonding under special security, an advantage enjoyed at presently the ports of London and Goods only. It may be added, that the R

HARMONY and MONTAGUE CONSOLIDATED TIN an COPPER MINING COMPANY.—Notice is hereby given, that the Directs have made a CALL-of ONE POUND per share of the Capital Stock of the Company which is required to be gaid at the Office of the Company on or before the 18th May next. The certificates of shares must be produced, in order that the parents may be recorded thereon.

18, King's Arms-yard, April 16.

THE GLOUCESTER AND HEREFORD RAILWAY, B GLOUUESIEM AND HEREPURE RATHEVEL AND HEREPURE RATHEVEL AND HEREPURE ROSS connecting ofth, Kington, Leominster, Newtown, Montgomery, Aberystwith, and the the Midsand Counties of Wales, with Glouvester, Chettenham, and London. To be incorporated by Act of Parliament.

Capital #000,000, in Shares of #36 each—Deposit #2 per filtare.

No further call will be #46a until the Act is obtained.

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Wetherhead, M.D.
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H. Brown, Esq.
Licrons—Francis Beetham, Esq., S. Chatham place, New Bridge-street places of the Committee of

Solitivons—Francis Beetham, Esq., s, Charham-place, New Bridges-John Gilbert Lander, Esq., s, Gray's Inn. square. Excinuse—William Laxton, Esq. Applications for shares and prospectures to be made to Francis Beetha and John Gilbert Lander, Esq., as above.

THE GLOUCESTER AND HEREFORD RAILWAY

Shares #50 cach. Deposit #2 per shares.

Notice is hereby given, that no further applications for shares in this Company will be received by the Directors after FHIs DAY (Saturday). Applications to be made by letter, post padi, to Francis Beetham, Esq., 8, Chatham-place, New Bridge-street; or to John Gilbert Lander, Esq., 8, Gray's Inn-square.

LONDON AND NORTH OF ENGLAND SHIPPING COM-share. PANY.—Capital £100,000; in 4000 shares of £16 each.—Deposit £2 per

LONDON AND NORTH OF ENGLAND SHIPPING COMhare. Bankers—Measts, Barelay, Tritton, Bavan, and Ca.
Solicitors—Measts, Scott and Parsons, 6, Mr. Midred's court.
This Company is formed for the purpose of purchasing years is adapted for the Coal, Baline, and North American trades, and letting the same on tenight.
The object of this Company is to purchase new ships, from '0': to \$20 tuns per register, which, on the average, will coar 2000f. each, fully fitted for employment, and the great employment for versels, insures to the shareholder a safe and quick return for capital employed.

The increasing consumotion and demand of coal in London and on the Continent, and the great employment for versels, insures to the shareholder a safe and quick return for capital employed.

The average freight of coals, ask in; for review a monto a veusel of \$30 tuns will carry (if adapted for the trade) 37d tone of coals, making a freight of 100f.

The average freight of to the trade) 37d tone of coals, making a freight of 100f.

Inc., the expenses upon each voyage, including wages, provisions, discharging cargo, and insurance, amounts to 110f. leaving a citage profit of \$6f\$, the. It is tend in some continuous and the large return of near \$2 per cent. per annum.

The above average of profit generally applies to the Baltic and North American trades; it being a well-suthentexized fact, that when one trade is bad the sether is guod.

The Company have offers of freight from some of the leading collieries in the North of England, for twelve months certain, for a large number of ships, at 9a. 5d. per ton, for coal delivered in London.

It is, therefore, presumed that such an opportunity rarely occurs for investment; and the Committee are confident, from the state of trade, that the shareholders will realize a per cent to sea, and profitably navigated. No call theyond 3 per share (inclusing the deposal) will be make, until expenses on that head will be avoided 1 and the first deposal will be immediately applicable to the purchase of vessels

and practically acquainted with ther minutest details.

Applications for chares will be received by Measrs. Sectt and Parsons, Solicitors, No. 6, 8t. Midred-Leoner, for a few dats.

THE WHERRY MINING COMPANY, MOUNT'S BAY,

PENZANCE, CORNWALL.—This some is sinuated on this Western Green, between Pengance and Newlyn, and the Bett extentia from Fast to West upwards of half a mise, containing within it valuable Leone of Tin and Copper, and rouning North and South, is a large Cotah Laske. The Bett is held for 2 years from the present person, at molerate dates, and being situated so near Penzance, all kinds of materials can be brought to the spot at areasy expense of carriage; two Southing-Houses are within a mite of the Mono, and as a never-failing forcem of Wester rouns through the Seed. Stemping Mills may be executed on the spot. This Manels much elebrated in the History of Cornwall, and it is thought sofficient to refer to the first visions of the Tonnactions of the Royal Geological Society of Cornwall, where this Mine is especially noticed in a communication from the last Sir Humphrey Davy (who, it will be recollected, was a native of Pensance.) He says, gage 45.

"A meat remarkable velo of this kind (Perphyry) was worked some years and at the Wherry Mine near Pengance, the principal metals were Oxide of Tin and Sulphurer of Copper, but Over a Cobal and Lead libraria accurate and the warriety of measure substances found with them, in ministry quantities, was very extraordinary. A very good account of the working of this Mine was very extraordinary. A very good account of the working of this Mine was very extraordinary. A very good account of the working of this Mine was very extraordinary. The west maneless of the Such Mine is suggested with the substance of the Monoling of the Mine was every extraordinary. The west maneless of the substance of the Mine is a contract of the working of this Mine is a continued to the first publication.

In conformaly with the suggestion of Six Humphrey Day contained in the archiv letter, the same friend informed into a wander levelar from thereo in the rock, opposite, and, they are constituting a wanders levelar from thereo in the rock, opposite, and, they are constituting a wanders levelar from the soft conty deep and a drift worked not of the Misse as a stage for subjecting the attitude, or rather hanging rold. The flirings thus constructed, showever also the purposes of conveying the ore and deads in the shore. In this measure the Misse was conducted, and ones to the amount of same ry resourced. Further work returned from it. Nor indeed were in treasures exhausted at its close, which was as remained as its commencement. An American wears have trum for appearing in Givarus Lake, and other gastiers which has age, demolished the machinery, and this put an end to an adventure which, both in imposint an excess, was resolvable over equalized in any quantity.

romaintic as its animomorphisms of the stage, demolistant the macronary and those put us end to an adventure which, both in imprising and societies, was probably energy equalled in any country."

The papers from which the above extracts are given, being written and publicated is the year little, purely as a consequence to a selectific body, and not having the most rescale reference to Mining apeculations, it is invested that on better Prospective see the offered their politic. With a view of context that no very partial operations carried on in the above and real real many the way partial operations carried on in the Mane, and of realmost the above motices, it is proposed to divide the concent into above sheld out in the above notices, it is proposed to divide the concent into above Starts, with a deposit of \$M\$, per Share, lists the hunds of Maners. Homeon, Gentrefil, and Cr., Bankers, Pennance, The Culti out to exceed M. No. Per Share and not the contest out the Regulations to be reclured thereus.

Applications for literal to be stalented the form wheat any additional particulars may be form.

At a Poblic Meeting of the Shareholders in the characteristic particulars.

The contest Pennance, 15th April, 15th.

At a Poblic Meeting of the Shareholders in the characteristic to the present for the present specifies the animals for the given and the composition of the Shareholders at Maneracana for the present for the present specific to, and the Composition of the literal particulars.

Headen a city of the present the Composition of the literal particulars.

HICHARD MILLETT. THE PERSON NAMED IN

THE HAYLE RAILWAY COMPANY.

Notice is hereby given, that at a Meeting of the board of Directors of the Hayle Railway Company, held at the Offices of the Contianty, as above, on Wednesday, by 26th day of Agril, 1806. It was resolved manimously, that a CALL of TEN FOUNDS per share be now made payable, by two finetalments—viz. 25 per share on or before the 20th of May next, and the remaining 25 per share on or before of the Company.

27th April, 1806.

MEXICAN and SOUTH AMERICAN COMPANY.—The First General ANNUAL MEETING of the proprietors of shares in the and South American Company will be held at the Office of the Angle Mint Association, No. 9, New Broad-street, on Wednesday, the 11th of the Company will be seen as the Company of the Angle Mint Association, No. 9, New Broad-street, on Wednesday, the 11th of the Company o

May, at One o'clock precisely. 10, New Broad-street Mc ws, April 25. H. W. SCHNEIDER, Sec.

PU	Bric do	MPAN	IES.	SAME TOWNS
COMPANY.	MEETINGS.		LLIS.	DIVIDENDS.
There's sample of the same	Harry.	Ameunt	L. Fayalda.	Assemati Espaide.
Anglo Mexican		bmall o	20th May	
Alten	STILLED IN		20th July	
Imperial Brazilian	12th May		" our stuy	The second second
Bolivar			19th May	
Cobre Copper	26th April		pill Ore	10 T. T. T.
Colombian			-,711	Manufacture W.
Mexican			1	DOWN AD .
New Granada			1000	The second second
Mt. John del Roy	for May			780204373
United Mexican	27th July		4	die de de de
	0	/26	April	Company of the
Union Gold	(3)	1.26	July	Carry W. S.
Hayle Railway	MIT OF THE	64.	20th May	
Kerrow	Litabi Cont	16.	22d June 21st May	
Albion Copper	Stir Mair	14.	ZINC May	1000
Cornwall Great United	orn may	of soud	Sealt Street	3 p. cent.20th April
Perran Consois			löth May	L. C.
East Cornwall Silver				
North Cornwall		10s.	9th May	
Polherou Consols		CHINN !	MARKET OF	al underdone
United Hills	1st June	10 M - 10	PER PERSONAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO PERSON NAMED IN COLUMN TO ADDRESS OF THE PERSON NAM	The second second

ME	ETINGS OF SCIENTIF			
SOCIETY.	PLACE OF MEETING.	DAY.	нов	B.
British Architects		Monday	8	P.M.
Civil Engineers	l, Cannon-row	Tue day		P.M.
	Adelphi			F. M.
	Somerset House			P.M.
Antiquaries	Ditto	Ditto	8	P.M.
Royal Institution	Albemarie-street	Friday	84	P.M.
	14, Grafton-street			P.M.

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### NOTICES TO CORRESPONDENTS.

MINING CORRESPONDENCE.—We must decline giving insertion to the corresponence of any Company where the name of the agent is omitted; for when assitions are made, it is only right that the responsibility should fall on the parameters of the paramet

making the representation.

Enlance Shear.—We have again this week enlarged our paper, to enable give insertion to several articles which were remaining over: our apologic however still due to several correspondents for the omission of their com-

cations.

E., on the Irish Pisheries' Bill, next week. It is due to some of the proof this measure to state, that they are in no way connected with the West Mining Company. The Bill should, however, be carefully read a thir before it is passed, and the blanks carefully filled up.

ROLOGY.—THEORY OF THE CREATION.—D. requests us to state that absence from town has precluded him from replying to the communication of W. B., but which he purposes doing next week.

ne purposes doing next weeks.

EVEND'S BRIGHTON LAVE.—We have received the letter of Lunaria, but have reason to believe it is as he represents, all moon-shine. The line of Railway proposes, one of the twinish heriog Capel Court, and another at the foot of Gold Mines in the moon, we do not think will be found practicable.

reason to believe it is as he represents an source. The proposes, one of the fessial heing Capel Court, and another at the foot of the Gold Mines in the moon, we do not think will be found practicable.

T. I. H.—Izaak Walton, in his work, describes the Pike as a coracious fish, and we have no rea on to doubt the authority. Our correspondent is wrong in his conclusions that veracity and coracity have the same meaning.

## THE MINING JOURNAL. And Commercial Gagette.

## LONDON, APRIL 30, 1836.

The mania for railway speculation is at length beginning to subside, and the whole some check given by the Great Northern Bill being thrown out, has had an influence on the minds of those who reflect on the little chance of success which attends many of the schemes for which applications have been made to Parliament; and as the session advances, the excitement will naturally diminish, and the prices of the shares have some relation to

We have this week given a summary of the several undertakings before Parliament, and a reference to our share list will show the estimation in which they are held by the public, while it is to us a matter of surprise, that the question has never been asked of the celebrated engineers appointed to survey and form the several lines, whether they possess the charm of ubiquity, for really it is indispensably necessary that they should do so, to enable them to be at Kilkenny, and at Brighton, in Cornwall, and in Wales at the same time, and which they must be, if justice be done to the several undertakings placed under their supervision.

The extent to which speculation is carried in undertakings of this nature, while mining operations are comparatively neglected, has assumed in Liverpool an alarming aspect, and we can only hope that the bubble wil soon burst-that the absurdity of many of the schemes will be so apparent to the public that the evil will cure itself, and thus we may avoid a crisis such as that of 1824 and 1825, and which is very justly apprehended as nearly approaching.

We must defer until next week several observations on companies, the prospectuses of which are now before us, if it be only to caution the unwary from embarking in schemes which, but for the want of principle which influences the projectors, would never have been heard of. Our observations on some late occasions, with reference to a particular Company, have, we are glad to find, had a salutary effect; and the investigation which is about taking place will, we doubt not, save many thousands: the engineer, who is to inspect and report on the mines, should, however, be not only of the first ability, but his character should be beyond all We think the shareholders do right in taking the matter into their own hands, while the caution observed with respect to another undertaking is only such as we should expect from the parties concerned.

## THE FUNDS

## CITY, FRIDAY EVENING.

The British Funds throughout the week have been very functive, although they continue firm. Cossols have closed to 91% to §. The Three and a Half per Cent. Reduced Ananities are 99%, and the New Three and a Half per Cents. 100%. Bank Stock is 210, and India 257%. The Money Market for consucretal purposes continues covy, though in demand. The premium on

equer Bills remains at 19 21; on India Bonds it has declined to 4 7. eign Exchanges there eithout particular alter

tions are without particular alteration.

This has been settling day in the Foreigo Market, and the account has been arranged without any known difficulty. Some riumours have been in circu This has been settling day in the Foreign Market, and the account has been arranged without any known difficulty. Some runours have been in circulation with reference to another Spinish loan, for which five millions of stock would be given for two millions of money. We do not, however, wouch for the authenticity of the report, but whether it be five millions or ten millions, it cannot afford security for the payment of the dividends either of old or new loans. Spanish Bonds closed heavily at 47\(\xi\); Passive at 13\(\xi\)\(\xi\), and Deferred 22\(\xi\). Portuguese New Bonds have declined to 82\(\xi\), and the Three per Cent. ditto to 52\(\xi\). Brazilian at 86; Colombian at 32\(\xi\); Danish Bonds at 76; Dutch Stock at 56\(\xi\), and the Fives at 160\(\xi\) to 101.

There is very little alteration in the Share Market; Stephenson's Brighton 15\(\xi\) pm.; Cundy's \(\xi\) pm., and the Colonial Bank it pm.

#### LATEST INTELLIGENCE.

LATEST INTELLIGENCE.

PLYMOUTH, APRIL 27.—The Exeter and Plymouth Railway Company's shares are at 4 1 premium, and the market is flat. The directors are quiescent, whist Mr. Brunell is proceeding with the surveys. The Blank shares have advanced to 361,4 the Shipping Company, an established convern, has made 1001, per share; there is a good deal doing in mine shares; Copper Bottom are in demand; Wheal Richmond is improving; East Wheal Alired is more favourably reported; Wheal George and East Wheal Stawberry self readily; Wheal Squire bears 20s. premium; Castle an Dinas are all allotted, and the shares at 15s. paid, bear a premium, varying from 10s. to 15s.; West Wheal Brothers serip is at 20s.; Wheal Fanny, flat.

LONDON, APRIL 29.—Little alteration can be noticed in the markets, except that STRAITS TIN has been bought to some extent this day, at an advance of 4s. to 5s. per cwt. beyond the public saides last week. LEAD also is certainly flatter, and the market may be fairly quoted 10s. lower. SPELIER, after a slight depression, railied to its present price. Nothing now doing.

BIRMINGHAM, APRIL 29.—SPELIER remains firm at 24s., and the general opinion among the dealers is, that an advance will take place, as contracts are making for France for 800 tons of foreign speiter. Tix has suffered no change. Blocks 1111., bars 1131., refined 1161., grain 1211. From the small quantity of block-tin sampled on the 15th of April, and sold at Redruth on the 19th, there is little doubt, but this article, although now so high in price, will still go up.

REDRUHLL APRIL 28.—The averuge standard at the ticketing to day was

will still go up.

REDRUTH, APRIL 28.—The average standard at the ticketing to-day was 1211. 14s.; average produce, 8; average price, 7l.; quantity of ore sold, 3,223 tons; quantity of fine copper, 2504 tons. Total amount, 22,327l. 12s. 6d.

SWANSEA, APRIL 27.—The standard is improved; the amount of sale

### PETITIONS FOR RAILWAYS,

AS GIVEN IN THE REPORT OF THE SELECT COMMITTEE OF THE HOUSE OF COMMONS ON BAILWAYS.

TITLE.	Capital.	Assents.	Dissents.	Neuters.	Petitions presented.
VICTOR TO THE		1	1		Feb.
Arbroath and Forfar	. 68,400	250	40	10	10
Aylesbury		104		12	19
Birming. Bristol & Thames Jun		18		18	19
Birmingham and Derby	. 530,000	916		153	10
Birmingham and Gloucester .	945,000	1,478		159	. 9
Bolton and Leigh	3,400	18		none	19
Bristol and Exeter	97,000	none	none	none	18
Chelinsford and Great Northern	1,400,800	1,496		191	15
Chelmsford and Great Western		808		52	19
Deptford		590		120	18
Dublin and Drogheda	600,000	1		1.00	10
Dublin and Kitkerny	710,000	583	20	-44	19
Dued:e and Arbroath	99,800	637	59	91	16
Dundee and Newtyle		none	none	none	19
Durham Junction	-50,000	1 51	25	34	19
Durham S uth West Railway	The second second	71	39	44	9
Edinburgh, Laith & Newhaven		205	33	96	19
Festiniog	1,500	1	1	2	19
Gartsherrie and Coathridge	6,000	21	12	none	18
Great North of England).	660,000	473	52	56	15
Concession or Mongagement and	186,300	244	91	39	18
Glasgow and Airdrie	68,300	99	30	48	19
Glasgow and Falkirk Junction	138,000	151	15	73	18
Great Northern.	3,000,000	3,128	905	1,184	.19
Great Western (No. 1)	1.5	498		87	16
Great Western (No. 2)	00 000	none	none	none	19
Hayle	93,000	169	13	10	15
Hull and Selby	1,500,000	1,399	158 395	159 249	15
London and Blackwall	600,000	1,143	152	155	10
London & Blackwall (Commerc)		1,543	218	422	16
London and Brighton	1,000,000	890	133	118	10
London and Hrighton (direct)	1,200,000	1,030		288	19
London and Cambridge	1,200,000	1,215	198	. 323	19
London and Croydon	- 4.	26	9	12	17
London & Dover (S. Eastern)	1,400,000	1,089	114	290	18
London and Gravesend	600,000	1,012	259	280	15
London & Norwich (E. Count.)		1,785	480	598	19
London Grand Junction	600,000	1,590	162	220	17
London, Shoreham & Brighton		890	133	118	19
Manchester and Cheshire	700,000	1,211	118	75	1.5
Manchester and Leeds	1,300,000	2,526	453	339	18
Merthyr Tydfil and Cardiff	300,000	700	71	23	17
Midland Counties	1,200,000	1,962	408	330	10
Monkland and Falkirk Newcastle and North Shields	200,000	106	30	53	19
Northfleet and Dover	1,000,000	321	231	195	18
Polloe and Govan	1,000,000	-88	18	38	19
Preston and Longridge	30,000	698	21	170	18
Sheffield and Rotherham	90,000	728	33	64	10
South Durham	150,000	233	13	16	19
Stockport and Manchester	230,000	252	28	21	17
Stonebridge Junction	100,000	118	15	31	10
Thames Haven	450,000	30	60	86	19
Tremoutha	49,900			1 10	
Ulster	496,000	746	226	194	11
York and North Midland	370,000	450	99	37	17
	27,742,700	36,978	6,575	7.475	

## Extracts from the Report.

"From this statement it appears that there have been presented to the House fifty-seven petitions for railways, involving an estimated outlay of upwards of twenty-eight millions, founded on which thirty-two bills have been introduced, and been read a first time; also, that to these petitions there appear 36,978 assents, 6,375 dissents, and 7,475 neuters. As, however, it is notorious that the estimates of expected cost given in at the first stage of proceedings in bills of this description are frequently inaccurate, it is probable that, in reality, an outlay exceeding by many millions the sum here stated, is involved in these different undertakings."

is probable that, in reality, an outlay exceeding by many millions the sum here stated, is involved in these different undertakings."

"The immense amount of national capital which is thus proposed to be embarked, as well as the great sacrifices which various landed proprietors or occupiers, whose property may be affected by the proposed schemes, must be called upon to make, render the decision which Parliament may ultimately take upon these various bills a matter of the utmost national importance; and it appears to your committee to be the parsmount duty of the House of Commons to take every precaution against the disastrons consequences which must necessarily follow, if, after the sanction of the legislature has been obtained, and the works have been partially proceeded with, the calculations upon which they are based turn out to be failacious, or the capitals subscribed, when called for, should not be forthcoming. To guard against these evils, it seems to be absolutely necessary that the House of Commons should, either by Itself or through its committees, institute a more rigid inquiry than has hitherto prevailed, into the different plans; and that, whilst no discongramement should be cast upon enterprise, which, if properly directed, cannot fail to be beneficial to the nation, the character of these undertakings should not be permitted to be sacrificed, nor the national capital thrown away, under the temporary excitement of the public mind which appears to prevail at this moment, through any want of due attention by the committees, or of information in the House."

We need hardly add, that the list given represents only those lines of

We need hardly add, that the list given represents only those lines of railway for which petitions had been presented to the House at the time of the committee making their report. A reference to the advertising columns of the press will show that this forum but a portion of the railway speculations of the day.

### PROCEEDINGS OF SCIENTIFIC MEETINGS

#### ROYAL DUBLIN SOCIETY.

Arrangements have recently been made at this useful establishment for holding monthly scientific meetings, with a view to elicit native talent, and to bring forward whatever may be novel in the liberal sciences and in the useful aris. One of those meetings was held on Tuesday the 5th inst., and though the weather was very unfavourable, the number of scientific and literary, characters, including members and strangers, were about 200. Isaac Weld, Esq., Hon. Sec., presided.

Discovery of a New Gas.—Professor Davy having lately discovered a new gas, made some of it before the meeting from a black substance be obtained in making the metal of potash on a large scale in an iron bottle. He gave a general account of its properties and constitution. He illus-

obtained in making the metal of properties and constitution. He illh He gave a general account of its properties and constitution. He illh trated two of its most striking properties; namely, that of its barning contact with the air with a beautiful bright flame, apparently denser th contact with the air with a beautiful bright flame, apparently denser than that from even olefant gas, and its exploding spontaneously, with the copious deposition of carbon and production of flame, the instant it is brought in contact with chlorine gas, independently of the agency of light or the sun's rays. From Professor Davy's experiments, the new gas is composed of carbon and hydrogen, but in proportions different from any previously known compound of the kind. If the new gas could be obtained at a cheap rate, we are of opinion that it would superside coal-gas, so well dose it seem to be adapted for artificial light. A particular account of this interesting discovery will, we presume, shortly appear in some of our scientific works, and, in the interim, we shall return to the subject.

### GEOLOGICAL SOCIETY.

#### April 27 .- Mr. LYKLL, President, in the Chair.

The remainder of Mr. Joseph Prestwich's paper on Coalbr read, and contained an account of the new red sandstone, the trap rocks, the diluvium or drift, and the general conclusions.

The new red sandstone bounds the coal-field on the east and north-west, and consists of alternating beds of clay, marl, sandstone, and conglomerate, belonging to the lower division of the new red sandstone series of Cheshire, Shropshire, and Worcestershire. The passage from the coal measures into the sandstone is gradual in mineral character, but sudden in colour, and a few of the vegetable remains of the former have been detected in the latter.

few of the vegetable remains of the former have been detected in the latter. The faults which traverse the coal-field are so numerous, that the miner rarely proceeds twenty yards, and frequently not more than two or three, without interruption. When so close together they are, however, generally small in extent, and connected with greater dislocations. The larger faults tilt the strata in various directions, but have generally a parallelism of strike, and preserve separately nearly a straight line. Sometimes this sides of the disjointed strata are in contact, when the edges of the beds of coal present a striated, poished surface; but at others they are separated several yards, the interval being filled with fragments of the broken coal measures. The larger faults often subdivide, more especially towards their extremities, the branches sometimes taking a direction at right angles to the principal line of dislocation, but more frequently diverging from it only a few degrees. In the range of the same fault the angle of dip varies from 45° to 90°; and the change in level, as in the Lightmoor fault, from 250 yards to 14. In some instances this difference of level is produced by a series of steps or hitches, owing, probably, either to unequal resistance, or to a series of slight movements.

In those parts of the coal-field where the greatest number of beds occur,

In those parts of the coal-field where the greatest number of beds occur, the faults are fewest and least complicated, the most disturbed portions being along the western boundary. The author then describes minutely the principal dislocations, and gives a table of the minor ones, pointing out the direction, extent, average inclination, breadth, dip, and variation of level in each, and draws from the facts detailed the inference that the whole field has

each, and draws from the facts detailed the inference that the whole field has been forced upwards from its original position.

The trap rocks consist chiefly of amygdaloid and greenstone, and constitute the principal portion of the Wrekin, Arcol, Maddox, Lilleshall, and Steeraway Hills. Small bosses also rise to the surface at various points within the coal field, and have been discovered in some of the deep workings; but no trap has been noticed in any of the chasms or crevices connected with the faults.

This was a Direct of the contract of the chasms o

with the faults.

Bilsrium or Drift.—Beds of gravel and sand cover a large portion of the district, and are separable into two divisions. The lowest forming patches of considerable thickness, but of limited extent; consists of a finely grained red sand, enclosing beds of angular pebbles, derived from the adjacent formations, and masses of coal, sometimes six feet in diameter, but no transported organic remains have been noticed. It is traversed by distant thin seams of mard or clay. In some places the sand is dug for the iron furnaces. The deposit occurs most abundantly in the low tract, to the north-west of the more elevated platform of the coal measures, following the sinuscities of the platform, and extending into its valleys. The upper division is composed of rolled pebbles, of the surrounding formations, and a few small granite boulders, imbedded in a coarse reddish sand. It is distinguished by the abundance of fossils derived from the Dudley limestone and shale, and the coal measures, and the occurrence of fragments of marine shells of existing species.

coal measures, and the occurrence of fragments of marine shells of existing species.

Mr. Prestwich having confined his observations in the body of the memoir almost entirely to a description of the coal-field and the formations upon which it rests, investigates in his general summary, first, the mode of deposition of the coal measures. 2dly. The nature and effects of the disturbing forces which raised them above the level of the waters; and, thirdly, he examines the nature of those agents which have subsequently modified the surface. In our notice of the first part of the paper, it was stated that Mr. Prestwich dissents from the opinion that the alternation of beds containing freshwater shells, with others enclosing marjne, proves as many elevations and depressions of the land; and in this portion of the memoir he shows that the frequent occurrence of fine sandstones with coarse conglomerates supports his opinion that the coal measures were accumulated in an estuary, subject to considerable freshes from a large river.

2dly. After recapitulating the evidence in support of the protrusion of

2dly. After recapitulating the evidence in support of the protrusion Coalbrook Dale through once continuous overlying formations, Mr. Pre wick called attention to the important inquiry whether there may not other valuable deposits of coal buried beneath the great tracts of new sandstone, but which have remained concealed in consequence of the distroccupied by them not having been the scene of disturbing powers similar those which exposed the coal-field of Coalbrook Dale.

adly. With respect to the agents which have modified the surface of the district, the author conceives that the coal-field was in part denuded while below the level of the ocean: he is also of opinion that the lower beds of angular gravel associated with masses of coal, prove a subsequent but temporary cataclysm; and that the rounded gravel containing fragments of recent shells, indicate the long-continued action of a body of water subsequent to the existence of the present testacea of our coasts.

A letter, dated 9th March, 1836, addressed to Sir Charles Lemon, Bart. F.G.S., by R. W. Fox, Esq., on mineral veins, was then read.

It is scarcely possible, in a brief notice, to give a satisfactory analysis of dr. Fox's communication; but the following extract may convey to our caders an imperfect idea of the extensive views which it opens relative to the remation of mineral veins.

Mr. Fox is of opinion that fissures were formed by change in the earth's temperature; and if the direction and intensity of the magnetic curves be connected with variations of temperature, then changes in the earth's temperature might seem to indicate changes in the magnetic curves. If it be admitted, therefore, that fissures may have been produced as stated above, Mr. Fox says, "that there can be little difficulty in also admitting that electricity may have powerfully influenced the existing arrangement of the contexts of mineral veins.

"How are we otherwise to account for the relative positions of veins of dif-ferent kinds with respect to each other, and likewise of their contents in reference to the rocks which they traverse, and many other phenomens observable in them of a very decided and definite character?

"Copper, tin, iron, and zinc, in combination with the suphuric and muriatic acids, being very soluble in water, are, in this state, capable of conducting voltaic electricity; so, if by means of infiltration, or any other process, we suppose the water to have been impregnated with any of those metallic salts, the rocks containing different salts would undenshedly become in different or opposite electrical conditions; and hence, if there were no other cause, electrical currents would be generated, and be readily transmitted through the fissures, containing water and salts in solution; and decompositions of the salts, and a transference of their elements, in some cases to great distances, would be the natural result. But, on the known principles of electro-magnetism, it is evident that such currents would be more or less influenced is their direction and intensity by the magnetism of the earth. They cannot, for instance, pass from north to south, or from so the north, so easily as from east to west, but more so than from west to east. The terrestrial magnetism would therefore tend, in a greater or less degree, to direct the voltaic currents through those fissures which might approximate to an casters and western bearing; and in separating the saline constituents, would deposit the metal within, or near the electro-positive rack, and probably enter into accombinations; or the sulphuric acid usight, by means of the same agency, is resolved into its elements, in which case the sulphur would take the direction

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of the metal, and the oxygen of the acid, and in this way the metallic sulphtrets may have derived their origin; for, if I mistake not, the metallic sulphtrets, supposing them to have been the provailing salts, as at present, would be fully adequate to supply all the sulphur required by the same metals, to form sulphurets; indeed, more than sufficient, if we deduct the oxide of the and other metalliferous oxides found in our mines.

"The continued circulation of the water would, in time, bring most of the soluble salts under the influence of these currents till the metals were in great measure separated from their solvents, and deposited in the east and west seins, and acar the rocks to which they were determined by the electric currents."

### PROCEEDINGS OF PUBLIC COMPANIES.

WEST TRESAVEAN MINING COMPANY.

The annual meeting of the Shareholders of this Company was held on Thursday last at the City of London Tavern, Biachopsgate-street, pursuant to advertisement.

M. Thomas, Esq., in the Chair.

The secretary read the following report of the directors, which gave evident satisfaction to the shareholders present, as did also the explanations by Captain Edward Thomas.

The present meeting of the shareholders is called by the directors, pursuant to one of the regulations in the prospectus, for the purpose of laying before them a general statement of the affairs of the company, and the present state of the workings at the mine. In doing this the directors are confident the shareholders cannot feel a greater degree of pleasure than they do themselves, by knowing that their expectations of the mine turning out a valuable one, have been fully realised, as far as they have proceeded; and that, from the report of their Head Captain, and the highly favourable indications of the specimens brought up by him, this mine will, in a few months, rank, for the time it has been at work, and its shallow depth, as high as any in the county.

the time it has been at work, and its shallow depth, as high as any in the county.

In confirmation of this opinion the directors assert, and this assertion is borne out by the opinion of all practical miners who have seen it, that the mine never presented a more favourable aspect than it does at the present moment; the lode at twelve fathoms under the surface being large, containing copper, pyrites, gozzan, and other mineralised properties, from which every experienced miner will conclude that at a deeper level there are large deposits of copper ore, exceedingly rich in quality, and which the specimens now before the meeting will testify.

The operations at the mine have been considerably retarded by the continued floods of the last winter, and by the difficulty in obtaining a sufficient supply of timber for the support of the level driving west on Nicholas's lode, the backs of which contain tin, which, but for those circumstances, would have been broken down and returned.

A new shaft from the surface is sinking on this level, which, from the same unavoidable causes, has been retarded: but which is expected to be completed within the ensuing month, when the tin in the backs of Nicholas's lode will be available.

The directors beg to submit to the meeting the report of Captain Broad,

lode will be available.

The directors beg to submit to the meeting the report of Captain Broad, of the Great Tresavean mine, made after he had inspected West Tresavean mine, on the 22d of December last, which is quite confirmatory of the excellence of this undertaking.

mine, on the 22d of December last, which is quite confirmatory of the excellence of this undertaking.

"West Tresareas, Dec. 22, 1835.

"Sir,—I have just been underground in this mine, according to your request of the 16th inst., and am well pleased at the appearance of the lodes, especially when we consider the depth they are explored at present. The first lode I saw is the north lode, called Sutus', which is being driven west at about five fathoms deep, on it they have driven about four fathoms, where they have had a lode, from eight inches to a foot wide, very good for tin. Between this and the engine-shaft there are two other lodes, quite unexplored, except a few pets on the surface, where there have been found some good stones of tin. These lodes will be proved in depth from a shaft north of them, drained of water at present by horizontal rods from the engine. A little south of the engine-shaft is a lode, underlaying north (all the other lodes having a south underlay), where they have risen some good tin, but cannot be seen at present, in consequence of the ground about it belong soft, and the water breaking in upon it, have caused them to abandon it at present, and drive at the side of it for a few feet, when they will cut it again; however, by the appearance of a part of it, still to be acca, I think it a very promising lode. Further south, about 100 fathoms, is a large lode, from six to eight feet wide, which, from its appearance at its present loeth, they do refer fathoms), I think is one of Tresavean copper lodes, and which, I think, will produce a quantity of that ore. Still further south there is another lode, on which they have sunk a pit or two, where there is as fine copper gozzan as ever I saw in my life; and, I believe, in sinking a little depth, there will be a fine course of ore, not only on this slode, but the last-mentioned lode: likewise, from every appearance, there is good reason to expect a good mine, the best two lodes looking as well, in every respect, as they do at Tresavean at the s

The directors have the pleasure to announce that they have no need of any

After the report was read, the chairman entered very fully into the statement of the concerns of the mine and the particulars of the accounts, and expressed full confidence that the undertaking would justify the ex-pectations entertained by its warmest advocates. It was moved and seconded that the report be received and printed,

which was carried unanimously.

The thanks of the proprietors were then voted to the directors, and the

meeting adjourned.

## IMPARTIALITY.

TO THE EDITOR OF THE MINING JOURNAL.

Srn,-I feel myself imperatively forced to the unpleasant task of com-

Srn,—I feel myself imperatively forced to the unpleasant task of complaining of the manner in which you have introduced my communications in your Journal of the 16th instant, in particular, relative to the East Cornwall Mine affairs. Up to that period I have admired and applauded the impartiality displayed in conducting your valuable paper; but I lament to find that, in the East Cornwall case, you have notoriously departed altogether from that commendable line of conduct.

Your uncalled-for comment at the end of my letter, as well as your remarks under the head of "Notices to Correspondents," are utterly unjustifiable; and which I am persuaded no disinterested editor would have presumed to make. You have unquestionably the power of rejecting any matter that, in your own judgment, would be improper to appear in your paper, therefore it certainly is every thing but fair and honourable to betray an old and acknowledged valuable correspondent in the manner you have done, by first introducing his letter, and then by repeated illiberate and unjust comments, doing all in your power to destroy its legitimate effect, and bring both the writer and his subject into unmerited disreputation.

disreputation.

Expecting to see these brief remarks in your next Journal,
I remain, Sir. your obedient servant,
London, April 27, 1836.

John Budge.

[We have inserted the letter of our correspondent, although not the most courteons. We have already expressed our opinion that some of the lucubrations of that gentleman were ill-judged, and if evidence were necessary to establish this, we think the present communication might be adduced. We have been at all times ready to acknowledge our obligations to correspondents, but it is too much for them to require that we should not to correspondents, but it is too much for them to require that we should not be allowed to make such strictures on their communications from time to time as may seem fit. The impartiality so "admired and applauded" by our correspondent, is the very thing of which, it would appear, he complains, for had we not been impartial we should not have spoken of his communications as we have done. We can only repeat, that we think agents should confine themselves to their station, and not unnecessarily o'erstep the bounds of prudence from any false notions of their own importance. Mr. Budge will know how to apply this.]—En. M. J.

FATAL ACCIDENT AT WRIFAL STRAWBERRY.—On Tuesday last, as a great many miners were employed at the capstan and cat-head of Wheal Strawberry mine, in the parish of Crowan, in consequence of some breakage at the cat-head, the capstan, unable to sustain the weight, ran, carrying every thing before it. Two of the unfortunate miners were killed on the spot; one is so serverly hurt that no hopes are entertained of his recovery; and several others are injured, some seriously. The damage done to the machinery is also said to be very considerable. It was a purely accidental occurrence; and no biame, that we have heard of, attaches to any one.

ENGLISH MINES.

CNITED BILLS MINING COMPANT.

April 19, 1836.—Trenty-five fathem Level.—There is little or no alteration in this pitch since last reported. Addit Level.—The lode in the eastern end of this level is not looking so well as it was last week. Although the pitch in the back still continues good, we can report little or no difference in the appearance of the lode driving west, the pitches also at this level, back and bottom, are producing about the same quantity of ore as for some time past. Ten fathem Level.—In driving east of James shaft the lode has improved for ore, and has a very kindly appearance. East of Diagonal shaft the lode large and kindly, but producing vere little one. West of Diagonal shaft, the lode very good. Thirty fathem Level.—The lode in the eastern end of this level is very kindly, producing some good stones of ore, as well the end, driving west of the cross-cut. Thenlygiahom Level.—Very little alteration in the appearance of the lode in driving west at this level, but the western end still continues very good, as well the pitches in the back and bottom lock well. Thirty-nia fathem Level.—We can report no alteration in the level. Seventy-six tributers, and thirty-six tut-workmen.

NEW BOUTH HOOR MINING COMPANY.

thirty-six tut-workmen.

NEW SOUTH HODE MINING COMPANY.

April 22.—We have driven in the deep adit the last four weeks six fathoms; the ground is hard. We have also driven this weak in the new shaft seven feet six inches toward the lode, and have likewise cut the plat. I intend next week to divide down the shaft with timber, and put in landurs, on account of the air being bad.

ST. HILARY MINING COMPANY.

st. HILARY MINING COMPANY.

Guinnear, April 23.—Our operations in Wheal Leads continue to proceed favourably. We have communicated the new whim-shaft west of the engine-shaft to the twenty fathom level, to ventilate and work with advantage that part of the twenty fathom level, to ventilate and work with advantage that part of the naine, and we shall now be enabled to set on tribute a great deal of ore ground at that level, and we shall also be in a situation of immediately communicating that shaft with the thirty fathom level as soon as the mise is unwatered to that depth, which will be effected in a few days, as we are cutting the plot in the engine-shaft at the thirty, and sinking at the same time. After cutting the plot we have not many feet to drive south to the old workings, and we shall not lose a moment in continuing to sink the shaft to the forty, to unwater the ore bottoms, and bring the mine into full activity and productive state of working. There is no alteration worth noticing in the twenty fathom level driving east. The tributors are making wages. We shall immediately set pitches in the twenty, east of the new shaft. We continue to drive the cross-cut south at the twenty, and from the appearances in the end, we are encouraged to expect we are nearly approaching the south lode.

#### CARN GREY MINING COMPANY.

April 25.—At our twenty-two fathom level, west from the engine-shaft, we have succeeded in cutting down some part of the water in the level above, but not quite enough yet so as to enable us to resume sloking our winze under the twelve fathom level. No important alteration in our deep adit since last report. Minear adit still continues hard, but rather more favourable than last week. Pitt's lode (as far as we have gone) assumes a very favourable appearance, rather better than we expected.

RICHARD RODDA.

## BEDRUTH UNITED MINING COMPANY.

BERRUTH UNITED MINING COMPANY.

Wheal Uny, April 25.—The lodes in the engine-shaft, the thirty-two fathom and twenty fathom levels, west of Cock's shaft, are just as reported in my last. In the thirty-two fathom fevel, east of the engine-shaft, we have a large lode, with, a small quantity of copper cires in it. The lode is the twenty-two fathom level, east of the engine-shaft, is about five feet wide, producing tin ores. The twelve fathom level, east of Goodinge's shaft, we have been obliged to cease to drive for the want of air, and have put the men to sink a winze from the said level to the twenty-two fathom level, to ventilate each. The lode in the ten fathom level, west of Cock's shaft, is about two feet wide, at present not rich. Goodinge's shaft we hope to communicate to the twenty-two fathom level in about a fortnight. We are busily engaged in preparing the tin stuff for the samples, and expect it will be somewhere about the quantity I stated in my last. At Clijah we have dropped the fift from the twenty fathom level to the deads in the shaft, and are about to clear and secure the shaft under the aforesaid levels. At Buckett's we have cleared and opened Buller's shaft about two fathoms under the twelve fathom. The lode in the adit level will produce about a half toon of copper ores per fathoms.

Kalper Goldswoorthy.

Great Wheal Charlotte, April 27.—We have this day sampled 261 tons of

ton of copper ores per fathons.

Great Whest Charlotte, April 27.—We have this day sampled 261 tons of ore. I see no alteration in the appearances of the mine since my report of last week, except in the fifty-two east, where the lode is much improved, not only quality but also in appearance.

JAMES STEPHENS.

April 25.—In my last report I stated the result of two assays from some rich stones of silver ores, broken from the back of the twenty fathous level, west of Georgiana shaft, to-day we have assayed as average sample of a "pile of work" broken from the same place, which yielded 326 ounces of fine silver per ton of ore. The average of a pile broken from the same lode, in the back of the ten fathom level, north of the valley shaft, produced eighty-two ounces of silver per ton. We have resumed driving the twenty fathom evel, west of Georgiana shaft, on a very promising lode, shout three feet wide. A sample from a lender of it, about three inches wide, yielded seventy ounces of silver per ton. The lode, in a rice in the back of the adit level at Wheal Emily, and also in driving on it at that level west of Stainsby's shaft, is very kindly, and produces silver. We are continuing the preparations for fixing our plunger-lift at the thirty-five fathom level, but fear that it will be delayed for want of the necessary materials, which were not ordered in time.

WILLIAM PETHERICK.

## BRITISH TIN MINING COMPANY.

Great Wheel Venture, April 25.—The middle lode, in the past week, has been very productive of tin; at present it is not looking quite so good; but should it continue as it is at present, we shall do well by-and-bye. We have just cut the caunter lode, which has produced some good stones of tin, but is not rich; the lode is about eighteen laches big, and the ground on the Glow Hill lode is much easier: at present, we have no lode in this end; we expect the lode to be a little to the south of us, which we are driving to cut: we have just began sinking Rowe's winze by two men; the lode is about eighteen inches big, carrying tin, but not rich.

JOHN BRAY.

## ROCHE ROCK MINING COMPANY.

April 25.—I beg to inform you that the tin from the pitch at the sixty fathom level on the south lode, east of the engine-shaft, has increased during the past week: the pitches on the north lode at this level, and also those at the fifty, forty, and thirty, continue as favourable as noticed by Mr. Trestrail during the preceding month: the several levels now driving east towards. Fagan's shaft are in favourable tin ground on the north lode at the sixty; but the ground at the fifty, on the north lode, is a little too strong. The forty and thirty fathom levels on this (north) lode are just as formerly noticed. There has no alteration taken place in the cross-cut at the twenty fathom level, towards Campbell's shaft; and the stamps working thirty-nine heads have a full supply of water; and we are raising work from the tin ground to keep them in constant operation.

SAMUEL ROBINS.

## POLBRERY MINING COMPANY.

POLBEREN MISING COMPANY.

April 23.—I have the satisfaction in stating, that since my last report we have communicated Thomas's shaft to the deep solid level; and shall now very shortly commence to cut a whim plat, drive the deep adit westward, and in the mean time stope the backs on the ore and lia-ground. At Vice's flat rod engine-shaft the prospects are still very good, having a rich course of the. The other parts of the mine are just as usual, little or no alteration. Respecting the engine, we hope it will be set at work some time next month.

Richard Rown, jun.

ADDION MINION COMPANY.

April 26.—Wheal Liberty cugine-shaft is sunk under the sixty fathom level about ten feet; we find the look about two feet wide, producing stones of ore; our sumpmen at present are rangaged in cutting bearer holes and eistern pist. The look in the sixty fathom level east from shaft is two feet and a half wide, producing a little ore. The forty-seven cut from shaft on the caunter will produce one ton per fathom. The forty-seven wast from shaft will produce about half a ton per fathom, and has a kindly appearance. The forty can from shaft on the caunter will produce about two-thirds of a ten per fathom. Wheal Mithian cagine-shaft is sunk under the fatty-four fathom level about ten feet; we find the lode to be very large, and yielding a large portion of mundie. The ten fathom levels east and west from shaft on the south lode are just as anticed in my last.

JOHN MIDDLETON.

## NORTH CORNWALL MINING COMPANY,

NORTH CORNALL MINING COMPANY.

Wheal Thomas, April 23.—The sump-shaft in this mine continues hard, but we expect to be down to the twenty-six fathom level wext week, or thereshouts. The seventeen fathom level cant is not quite so rich as when we reperted last. In the same level was two have not got the look as yet. We expect we shall have it soon. In the eight fathom level west the look is small, with lead in it, but not rich. The same level cast, very good stones of lend broke yesterday, and the look has a very promising appearance. The tributers in this mine go on well in general.

Wheal Hope.—The summence of this mine are dividing down the shaft, as we expect, by the end of the ensuing week, that we shall get the shaft order, so that we shall be able to draw up the stuff from the different level and we hope to set several pitches soon. Our levels in this mine are without alteration since we wrote last. The tributers go on well in this mine.

JOHN BORLASE.

### SOUTH WHEAL LEISURE MINING COMPANY.

April 23.—In reporting to you this week, I have nothing new to add in addition to my last, to which I must beg to refer you. It is our intention, however, to commence again the sinking of the engine-shaft, by virtue of the mater-whim, in the beginning of May.

R. Rown, jun.

#### REDMOOR CONSOLS MINING COMPANY.

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April 25.—Trewithen south (copper) lode is improved at the fifteen fathem level, driving west from the cross-cut, south of Grout's shaft: the pitches on it, and also at Orchard, on the tin lode, continues productive, as last reported. Having had very fine weather during the past week, we have dressed the copper ores alluded to in my last, and shall sample 100 tons this day. We are proceeding with the dressing of the tin stuff at Orchard as fast as our present limited power for stamping it will allow; and we are now preparing steam machinery for stamping the tin stuff, and for effectually working that most important and promising part of our mine.

Was, Princalon.

### PERRAN CONSOLS MINING COMPANY.

April 25.—We have cut mother cross-course in driving east on Anthony's lode, and from the angle in which it took the lode, conclude the lode to be hove south. The south branch of Mudge's lode has turned northward towards it, and it is likely it will come in with it again. The other underground bargains are just as last reported.

JAMES GRIPE.

#### TAMAR SILVER LEAD MINING COMPANY.

April 25.—The work noticed in my last report is finished; the pitwork being completed to the fifty-five fathom lovel, and the sinking lift dropped six fathoms below it. We shall forthwith case and divide the shall from the surface against the stram-whim is put to work, as we are at present prevented from opening ground on the lode from the want of means of drawing the stuff.

Thomas Pethick.

#### THE VORGAS MINING COMPANY.

April 24.—I expected to have announced the eatting of the copper lode in the south adit by the end of this week, but on dialling the ground there appears to be another week's work, at the expiration of, which I hope to congratulate you upon our arrival to a good lode. The present prospects are flattering in the extreme. The workings here are very shallow, and therefore it will be impossible for us to raise any large quantity of ore for a long time to come, but it will serve to establish the great value of this part of the property. In the deep adit north we have set men to explore the lode where the former party missed it. A month or two will prove this part of the mines. In the lead lode at the old whim shaft we have out west of the former workings, and turned an end on what appeared to be a small branch, this I am happy to say has much improved, and presents a good course of lead, from which we rose last week about two loss of ore. The end is now about one foot wide, worth something more than 30t, per fathom, as the lead is very clean and of good quality. You shall have some up in a day or two. Next week I hope to apprise you of the other lode being fawourably cut. The other workings are going on very satisfactorily. On Priday, Captain Ketillity called on me. He went over the mine on Saturday morning, and expressed the utmost gratification and surprise at the state and prospects of the mines, and his astonishment at the quantity of work done.

April 25.—Still clearing and repairing engine-shaft as usual. We have cut two lodes in costenaing to the southernmoat part of Tolcaron; the lodes are of very good sizes, and we find fine stones of gozzana; we consider they are copper ore lodes, both underlaying north towards Tolcaron engine-shaft. We are clearing a shaft la Roselobby, to the west of what we call Roselobby shaft, to get down to turn some water that is interrupting us from elearing Roselobby shaft; we hope we shall not be long about this job. We particularly wish to clear Roselobby shaft, as some as possible, to the deep add; and then clear both deep and shallow add west from the same; from all reports, in so doing we shall make some good tributers' ground, both in and copper. We are costenaing the ground between Tolcaron and Roselobby; we find a beautiful clear and streats, with some small branches of what we call to lode branches; we expect that we are near by a copper gozzan that is north of eith present working. We are continuing to clear the adilt shaft in Old Wheal Jewel sett. This shaft will come down scarly to the mouth of Tolcaron aid, so that we shall have near by to put the stuff, and shall some be able to get into Tolcaron right. We expect this shaft will be cleared by our next week's report. We are going on with the carpenders', sawyers', and sameons' work, with all speed.

West Wheal Brothers Mining Company.

## WEST WHEAL BROTHERS MINING COMPANY.

April 23.—I beg to inform you, the branch of silver ore discovered in the east end of the twenty fathom level last Tuesday, has risen about three feet high, and still getting higher. The tode in the same level, going west, is three feet wide, just as last reported. I expect is another west, to commence rising against the shaft, to enable us to prosecute the eleven fathom level. I also intend to put men to work in the back of the twenty fathom level on Monday, to break silver ores, which I have reason to believe will produce quantities of superior quality. We are progressing with sinking Lowe's shaft as fast as possible: I expect to intersect the lode in it in three months, ten fathoms ender the twenty fathom level. The lode in the twenty-three fathom level, at Henrietta shaft, continues large, and produces good stones of tin one; in fact, we are saving all the lode, which will be picked over and cleaned when a sufficient quantity is raised to employ a man who is thoroughly acquainted with dressing it.

JAMES CARPENTAR.

## TRELEIGH CONSOLS MINING COMPANY.

April 23.—I am glad to inform you, that in addition to our prospects underground, we have discovered in the cross-cut at the ten fathom hevel from the engine-shaft, sooner than we expected, the Maria lode, which has a flattering appearance: it is fifteen inches wide, composed of ore and spor, much better than could be calculated upon from the appearance of the adit just over. I do not expect to do much more at this level until we get the engine to work, from the increase of water. The stopes on the north fode are looking well; the snew will break this month as much ore as we had calculated upon; the end, likewise, is rich with ore and mundic for nearly two feet wide; the men have driven six feet. The quanon finished the walks of the engine-house on Wednesday, and the expenters put on the root yesterday; and to-day we have got up the shears and fixed it. One side of the both is brought, and the other side, with the cylinder and a great many other parts of the engine, will be brought on Monday and Tuesday. We are constantly at it all the working time; and if the founders are attentive, we will work the engine by the beginning of July.

W. Singock.

## OLD MOOR MINING COMPANY.

April 26.—As the local aituation of this mine may not be known generally. I may just observe that it joins Kerrow on the north, and When Hannah on the north and west, and is about 300 fathoms south of Heam mine: it lies in a specious valley, through which the lodes in the adjoining kill all run; the greater part of it has been worked by the atreamers, and there are averal profitable atreams now in operation. The strata is a soft eranate, and the lodes are of a good size and productive, so far as they have been seen. We have lately opened a loobly upon a large hole, which does invariably produce some tin, to within a few feet of the surface; and in tracing it farther east, we find it rather better: it is by no means rich, neither one is be expected at the depth of a few feet, but such indications, in a lode at least six feet wide, are unusually favourable. The surface exections are progressing fast, and our engine-shaft is already sunk and timbered five fathoms from surface, with very little water at present to impede our progress.

W. Browns.

HAYLE CONSOLS MINING COMPANY.

day'd 25.—Having holed to a house of water, one clearing at Travilgia mine has been attended with unavoidable delay; we are now forking the water, and will clear the rabbish as specify as possible. Lyon's lode at the ten fathom level west is much increased in size, being now five feet wise, still producing good stones of tin, ore, and seems to be improving in quality. At Huaworgie mine, Elwand's shaft is being sunk at the usual rate; and I have to report no change in any part of the mines except the north lode, which is decreased in value since my last. The keaviest parts of Hayle Consols engine are fixed, and we hope shortly to see this nachine at work, to enable us to give an effectual trial to the large and promising lodes in this sett.

[Foreign Mines, see page 153.]

### ORIGINAL CORRESPONDENCE.

### VICTORIA RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

Sin,—In your paper, a few weeks since, appeared a letter signed "A Subscriber;" in which the writer endeavoured to show that the Victoria Railway must be a ruinous concern; and last week there was an answer to that letter, by a person who signed himself "One of the Engineer.

"One of the Engineers" waxes wrath at the onset; and tells us, by way of inducing your readers the more freely to swallow his assertions, "that your 'Subscriber' is some Cornish merchant, who fears that his monopoly, &c., will be at an end." I have ever considered that personalities evince a weakness of argument, and I will not therefore retort upon "One of the Engineers," by telling him that the coloer which he exhibits reminds me of certain of the canine species, when they fear their prey is about to be taken from them. I will, however, inform you, Mr. Editor, that your "Subscriber" is not a merchant, and never was a merchant; that he has no property that will be affected either directly or indirectly by the Victoria Railway; and that his only motive was to guard people against being gulled by that flaming prospectus, which "One of the Engineers," or certain of his party, had sent into the world; for however highly you of London may think of the undertaking, I can assure you, that ninety-nine out of every hundred, in Cornwall, consider it the wildest project ever broached.

In the first place, your "Subscriber" observed that there is no sand e of the Engineers" waxes wrath at the onset; and tells us, by

In the first place, your "Subscriber" observed that there is no sand for the supply of the railway nearer than Padstow; but "One of the Engineers" says, in reply, that there is "an abundance of sand within one mile of the harbour." Now I hannen to bear the for the supply of the railway nearer than Padstow; but "One of the Engineers" says, in reply, that there is "an abundance of sand within one mile of the harbour." Now I happen to know that one of the engineers (who, I am inclined to think, is the very identical person who last week figured in your pages), lately declared to several gentlemen of this county, when questioned by them, where his Company calculated taking their sand, this "engineer" declared,—"Oh! we shall dredge for some; some we shall get from Widemouth, and some we shall obtain from Padstow!" To "dredge" for sand on the north coast of Cornwall for the supply of a railway is so monstrous, that it only need be mentioned to be scouted: "Widemouth" is a beach, some two or three miles distant, on which the sea is constantly breaking; into which, indeed, a barge would not dare to enter one day out of six even in the summer; from Padstow alone, then, a sufficient supply can be obtained. Now Padstow is more than twenty miles distant; and when the danger of the coast is considered, and the expense of loading and unloading is taken into the account, I perfectly agree with your "Subscriber," that sand will not be taken to "Victoria" for less than 2s. 6d. a ton. "One of the Engineers" thinks differently; but I can assure him, that I have lately conversed with many masters of vessels and shipowners on the subject, and have never yet met with but one who estimated the expense at less than 2s. 6d. a ton. But let us suppose that it can be purchased at "Victoria" for 2s. a ton; when the harbour dues and quay dues, and expenses of lifting it on an inclined plane, the perpendicular height of which is 300 feet, are taken into the account, it will be a pretty dear commodity, I trow! "One of the Engineers" now tells us, however, "that there is an abundance of sand within a mile of the harbour." Perhaps he will tell us, next week, Mr. Editor, where this "abundance" of sand is situate;—some miles out at sea, where he intends to "dredge!" for it or in some deep cavern, t Perhaps he will tell us, next week. Mr. Editor, where this "abundance" of sand is situate;—some miles out at sea, where he intends to "dredge!" for it; or in some deep cavern, to take it whence he expects a miracle to be wrought. Perhaps he will tell us how many years' supply, at the rate of 30,000 tons a year, this "abundance" contains; and why, if there is an "abundance" of sand within a mile of the harbour, he has in his harbour and quay dues the item of revenue, "reseals and barges laden with sand," (an item of revenue, by-the-bye, which very forcibly reminds me of the old story about robbing Peter to pay Paul); for, surely, if there is an "abundance" of sand within a mile, it would be useless to have "vessels" to take it thence.

"vessels" to take it thence.

I fully intended to make some further remarks on the quantity of lime to be carried up, and the back-carriage of corn and manganese, but my space, you perceive, will not allow me. I will, however, just observe, that not 500 loads of lime are annually used for manure in the neighbourhood; and as the railway passes through a district noted for its sterility, there is not the least probability that even one-third of the agricultural produce mentioned will ever be exported. At a future day I will send you some further remarks, but will now conclude by declaring it, to use your own expressive phraseology, a mere "job." Yours, &c.

Cornicall, April 17.

A Constant Reader.

essels" to take it thence.

(We think our correspondent too hasty in arriving at conclusions. Admitting that "not 500 loads of lime are annually used for manure," experience must convince him that by affording facilities, and consequently reducing the cost of that important article for agricultural purposes, lime, the sterile soil which he states to be so extensive, would doubtless come under cultivation, and the property in the vicinity of the railway be consequently enhanced in value. Of the practicability or advantages likely to arise from the undertaking, we can offer no opinion.—Ed. M. J.]

## COAL DISTRICTS IN THE NORTH.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—It is now some months since you did me the favour to publish in your excellent paper two letters on the subject of a proposed company for working the extensive coal districts of the north of England, and in which I differed from another of your correspondents as to the result of such a speculation as an eligible investment for capital.

Anxious to adduce good grounds for my dissent (in addition to reverting to the state of the coal trade for some years past), I made it a subject of inquiry as to whether the most recent undertakings of a similar nature were attended with beneficial results to the shareholders, and was, I must confess, misled with regard to the price anoted of the shares in the Stanconfess, misled with regard to the price quoted of the shares in the Stan-hone and Tyne Railway Company, under which misinformation I made a statement that the shares had been add at 20t. per cent. discount, a mis-understanding which arose from the Hartlepool Railway Company having been mistaken for that of whose shares I was desirous to obtain the market

Although certain at the present period that the view I then took of the Atmough certain at the present period that the view I then took of the subject as to its eligibility was a correct one, I feel it due to you, Sir, to offer my sincere apologies for having, most unintentionally. I assure you, led you into error; this I feel the more acutely, as you stand forth to the world responsible for the contents, and, moreover, the authenticity of the documents published in the Mining Journal, while I, as an anonymous correspondent, am secure from any consequences which a misstatement might produce to an avoice. I party.

might produce to an avowed party.

Absence from home 6 r a considerable period prevented my seeing the Absence from home for a considerable period prevented my seeing the various notices of my letter which subsequently appeared in your journal, though I have long had it in contemplation to address you a letter on the a determination that untoward circumstances and much employment have rendere! till t'ils period impossible

ment have rendered till tils period impossible.

The receipts of the above company are, I believe, principally derived from the transit of coals over the railway to the place of shipment, as well as from their own collisties, and from which are worked the Medomsley, Walls End, Lanchester Wails End, Windsor's Pontop and Bradley Main. They are all occasionally in the London market, and my observations were principally deduced from the repute in which (other than as consumers' or man factory coals) they are there held, and the small profit that, up to the period at which I wrote, they had, it was presumed (as far as the port of London was concerned), yielded to the company.

mpany.

There observations are principally caused by a quotation in your Price ist of this day of "Stanbope and Tyne Railway shares, 100t. paid, day of "Stanhope and Tyne Railway shares, 1001. p price 921, 10s, 7 price 921. 10s.; 10 being 74 discount. Now, but few reliway shares, at least for many months past, have been quoted at a discount; even the schemes that reasoning men must have deemed as most visionary and absurd, have sold at large premiums, long before even the set of Parliament was obtained for their incorporation, and where two or three have in some cases been proposed for the same end. To the editor of the Mining Journal do we principally owe the breaking of the spell that has turned the minds of thousands; and the unfinching and importial manner in which he has exposed those undertakings, whose sole object was to enrich the few at the expense of the many, has been the first step towards dispelling the manis that has hung over commercial operations like a curse, and whose consequences must, in the end, prove fatal to as many.

I am glad one part of my letter of the 8th December, with respect to

the operations of Messrs. Pembertons' colliery, then in progress, at Monkwearmouth, has since proved to be correct. I then stated that much doubt existed as to the quality of coals worked at the immense depth at which their operations were then carried on. I believe I shall speak within compass if I say between 1,700 and 1,800 feet from the surface. Since this period the coal stated to be a portion of the Hutton seam, and of great value and thickness, has found its way into the market, and as coming from the "deep pit," excited for the time much attention. It occurred to me, though the view I took of the subject may be an erroneous one, that the enormous pressure and great thickness of the magnesian limestone, under which the coal was found, might have had an effect in deteriorating its qualities, as far as comperison went, with the valuable Hutton seam from which the best Wear coal is wrought; and I also deemed, in which, perhaps, I shall show how little claim I possess to the character of a geologist, that it formed a distinct class to any coal hitherto worked, and perhaps ascribed its deposition to an era anterior to the other coal measures of the north.

We were informed, on its first introduction to the London market, that its quality was equal to the best Wear coal, and its price obtained was, in the first instance, proportionate to its estimated value; since that period, however, it has been on the decline, and now classes 3s. below the coal with which it was first stated to be on a par. I am informed that the spirited proprietors are still sinking their pit, and I trust (though in common with many others I cannot but have forebodings) that their noble undertaking will meet with its reward.

I do not ask or wish the publication of this letter, that I leave to your-

I do not ask or wish the publication of this letter, that I leave to yourself; my purport and intention in writing it, is to endeavour to justify
myself to you, and to express my regret for having most unintentionally
led you into error. I am, Sir, your most obedient servant, you into error. 1 : London, April 23, 1836.

THE DUKE OF CORNWALL'S HARBOUR, AND LAUNCES-TON AND VICTORIA RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL

The rapid acquisition of wealth, without the previous process of industry and labour, is a supposition so congenial to the indolence and avarice of the human mind, that it has in every country and age found its partisans. That the wary and phlegmatic character of John Bull should have rendered him, oftener than his neighbours, the dupe of this visionary hope has excited natural surprise. Such, however, is the fact.

has excited natural surprise. Such, however, is the fact.

The South Sea mania, the Spanish Mining bubble, had each in England a day of triumph, a period of extravagant renown, succeeded by natural

a day of triumph, a period of extravagant contents of the disappointment.

It has fallen to our lot to witness among other agreeable pastimes a passion for railroads. Their rise and progress in some new corner of the empire has long been a primary topic in every leading publication of the day, and have long been made familiar with this subject by every London and local pen, but must confess that I was unprepared for the annunciation contained in the above words. Having been long resident on the northern coast of Cornwall, conversant with its nature, and aware of its local pecularities, resources, and wealth, to the prospectus of the Duke of Cornwall's Harbour and Launceston and Victoria Railway I have given a careful perusal, and owe it as a duty to the public to declare, that a more visionary, impracticable, unprofitable measure never tickled the ears of an itching public.

On the northern coast of Cornwall there is a ground-swell unknown

On the northern coast of Cornwall there is a ground-swell unknown to every other part of the coast of England, and of which nautical men not resident in the district can form no conception. I have frequently seen this surf, commonly here called ground sea, when there has been no wind for forty-eight hours, and also a cloudless sky, break over the cliffs one hundred feet perpendicular, without any assignable cause. I do not hesitate, therefore, to assert, that were a sum equal in amount to that expended on the Plymouth breakwater laid out on this Tremoutha scheme, it would entirely fail of its object.

Again I must ask, for what purpose is the railway to be constructed:
There is no manure, no sand—but sand is to be conveyed there by barges.
From whence is it to be taken? Did any man ever know a single bargeload of sand brought to either of the harbours (where it is much wanted)
cast or west of this Tremoutha? How can it be conveyed, since no shipload of sand brought to either of the harbours (where it is much wanted) east or west of this Tremoutha? How can it be conveyed, since no ship-owner would ground his vessel on the sand-banks, and no underwriter would at any period of the year take the risk of doing it at a premium of fifty per cent.; yet, by this prospectus, sand is to be taken to Tremoutha, and the conveyance thereof is to produce 3,750l. per annum. Ten thousand tons of lime are to be taken up annually over the railway, to produce an income of 1,666l. 13s. 4d. The Bude Canal runs parallel with this proposed railroad, through a much more populous and fertile country, equal in extent, and only distant from this railway afew miles. The whole quantity of lime for manure conveyed by this canal does not exceed one kincheed tons a year, and this for the best of reasons, no limestone can be procured nearer than Wales. The freight must always be so heavy as to amount almost to a prohibition. heavy as to amount almost to a prohibition.

heavy as to amount almost to a prohibition.

The estimate for coals, culm, &c., is taken at 13,500 tons, at a charge for conveyance of 3,118/. 15s. The whole quantity annually consumed in the railway district does not exceed 1,500 tons. But then Manchester and Liverpool are to be built at the two ends of this railway. Who is to build? Who is to inhabit them? and for what purpose?

It is tiresome to dilate further on this, of all schemes the most pre-

posterous; yet I must add a few words as to the quantity of shipping which will enter Tremoutha Haven, if it could be built. There will be annually 200 ships, each of 250 tons burden.

The port of Bideford, having in its rear the towns of Barnstaple, Torring-The port of Bideford, having in its rear the towns of Barnstaple, Torrington, and Southmolton, with a population twenty times as extensive, and with a country ten times as valuable, receives in a year five or six of such vessels. One thousand ships are to run the hazard of being broken into by this ground sea, get into the bottom of Bude bay, and to Tremoutha Harbour wind-bound. A Padstow or Clovelly pilot, if asked the number of such vessels, would answer, never five in one year. Yet there is to be harbour dues paid on 83,100 tons of merchandise, for the purpose of supplying this barren and unpeopled country.

How much it is to be lamented that there is not some check given by the press, or otherwise, to the mad infatuation which has laid hold of the unwary multitude, plunged thousands in destitution, and which tends to cripple the energies of the state.

B. Bude, April 24, 1836.

Bude, April 24, 1836.

## TIN BOUNDS.

TO THE EDITOR OF THE MINING JOURNAL.

Sin,-I observe in your last paper a letter from Mr. J. Silvester, relative to some disagreement or dispute about the right of granting setts to search for tin, in which he appears to assert, that where lands are bounded,

Now it is well known that the bounder is only the holder of a custom-ary sett of a certain limited piece of ground under the landowner, for the working of which he must pay to the lord one fifteenth dues, according to the laws or customs of the Stannaries; therefore I have reason to believe the laws or customs of the Stannaries; therefore I have reason to occure that what Mr. S. has said relative to the division of the dish, will tend to mislead your readers, who are not acquainted with the customary rights of tin bounders, inasmuch as they may naturally be led to conclude that the dues, whatever they may be, are, or ought to be shared half and half between the lord and the bounder. Custom allows that the bounders may grant to other parties to work the ground instead of themselves, they reserving a certain portion or dues out of which the lord is entitled to his grant to other parties to work the ground instead of themselves, they reserving a certain portion or dues out of which the lord is entitled to his customary fifteenth. Consequently it is clear that the bounders can have no interest in granting their sett to be worked, unless they can secure something more than the dish which is due to the lord; and if the work should not be rich enough to pay more than one-fifteenth dues, the bounder can have no beneficial interest in the matter, and under such circumstances it is not to be supposed that he would grant off his right of working the ground.

working the ground.

But if the bounder will not work the ground, because he can to let it at one-twentieth or less? This would certainly be carrying bounder's authority much further than the framers of the Stannary is contemplated; for the custom of bounding was instituted expressly to courage tinners to mine in the waste grounds; but the assumed author of the bounders above alluded to, would tend to discourage mining, a to prevent any lands under bounds from being worked, unless the mining ould afford to pay more than one-fifteenth dish. not pay the lord the fifteenth dish, is the owner to be deprived of the right to let it at one-twentieth or less? This would certainly be carrying the

ion, I beg to state what, according to my apprehensitions of lord and bounder:—The lord is the In conclusion, I beg to state what, according to my appetention, the relative positions of lord and bounder:—The lord is the owner not only of the soil but of all the minerals; the bounder holds a sett for working tin only under the lord by custom, which he may work or set to work, and for which he has to pay one-fifteenth part, or disb, out of all the tin he can raise. If the bounder cannot or will not work the sett on these customary terms, it remains with the lord to let the apot to the bounder or any other person at less dues if he chooses so to let it, but the bounder cannot interfere unless on the condition of paying the fall fifteenth dish. am, Sir, your obedient servant, April 28.

P.S.—It is difficult to comprehend from the letter of Mr. Silvester whether Captain Crease, who he complains of, has attempted to deprive the bounder of his customary rights, or has merely taken the precaution of securing himself as lessee, and the Duchy of Cornwall as owner, from loss. Granting of leases from the lord, or his lessee, to those who work the mines, whether bounders or others, may in some cases be deemed necessary for the protection of their property; and where the work will not afford more than a fifteenth dish, the bounder probably would not grant; how then would the ground be worked unless under a sett from the lord, or his lessee?

#### REVIEW.

Geological Map and Sections of the principal Beds of Coal and Iron-stone found in the Derbyshire and Nottingham District.

This map, which is very comprehensive, and a valuable addition to the few geological or mineralogical illustrations of England, may, we hope, be considered but as the precursor of a series, furnished by practical men as the result of observation. The map now before us shews the coal formation with the iron-stone beds from the neighbourhood of Nottingham, tion with the iron-stone beds from the neighbourhood of Nottingham, extending north to Eckington and Beighton, approaching Sheffield, and not only gives the several coal measures, but also the principal faults, with the up or down leaps. The sections show the trough or dish formation of this district, and the upleaps, in some instances, being to the extent of sixty yards, with the numerous faults as depicted in the sections, render it a work of much interest, and importance to those embarked in mining operations in that district. erations in that district

e author of it is Mr. John Gratton, of Timberfield, near Chesterfield, a gentleman, we believe, practically acquainted with the collieries in that neighbourhood, and whose son has been awarded the large silver medal by he gnournoud, and whose son has been awarded the large silver medal by the Society of Arts for an instrument whereby levels may be driven in a direct line, and which is also useful as a levelling instrument, designated "Gratton's Miners' Mirror," to which we directed attention in one of our

## PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.—A petition was presented by the Earl of MALMESBURY in your of the Junction Railway between Cheltenham and the Great Western

TUESDAY.—The Marquis of Downshine presented a petition in favour of the Great Western Railway Bill.—The Dundee and Forfar Railway Bill was read a third time and passed.

THURSDAY.—Mr. Bernal and others brought up the Grand Junction and Birmingham Railway Bill, and stated that the Chairman had agreed to their ordships' amendments.

FRIDAY.—The Earl of HADDINGTON presented petitions against the condon Grand Junction Railway Bill.

HOUSE OF COMMONS.

Monday.—The Southampton Docks Bill, and Bristol and Huddersfield Railway Bills were read a second time.—The Clyde and Forth Navigation Bill was read a third time and passed.

TUESDAY.—Lord STORMONT moved the second reading of the Great forthern Railway Bill. Colonel SINTHORP opposed it. On the division he numbers were for the second reading 85, against it 99—majority 14.

WEDNESDAY.—The British Alkali Company Bill was read a third tim

THURSDAY.—The Herne Bay Pier Bill was read a second time.— ommittee was appointed to inquire into the state of Dover Harbour

ommittee was appointed to inquire into the state of Dover Harbour.

FRIDAY.—The House was principally occupied in reading petitions and scussing the Registration of Voters' Bill.

## STEAM ENGINES.

AVERAGE QUANTITY OF WATER PER MINUTE DRAWN FROM THE MINES IN CORNWALL IN MARCH.

Misses.	Imp.tiallone	Mines	imp.Gatlon
Wheal Unity Wood	446,5	Roche Rock Mine	278.09
Poldice	631,61	Wheal Leisure	665,89
Wheal Damsel	65,65	Great St. George	
Wheal Jewell	SH.77	Wheal Prudence	
Cardrew		Relistian	
Dolcoath		Wheal Darlington	1105,59
East Wheal Crofty		Ballaswidden	1100,00
Wheal Tolgus			
Binner Downs	6,9,09	Levant	33,37
		Ding-dong	
Wheal Julia	346,95	North Roskear	163,48
Marazion Mines		South Roskear	
St. Ives Consols		Wheal Virgin	22H,43
Wheal Reeth		South Wheal Towan	277,97
Consols	1,546,41	Charles Town	
United Mines		United Mines	184,74
Wheal Beauchamp	312.65	Providence Mine	
Polgooth	1002.9	St. Ives	121,34
Pembroke	675,84	East Wheal Rose	108.02
East Crinnis	824.07	Wheal Liberty	837,46
Fowey Cons. Austens	283.76	Wheal Leeds	182,21
Languaget Sawie's one		Which Decis	102,21
Lanescot, Sawie's eng	92,4		

IRON TRADE.-Seldom within these many years have the Carron IRON TRADE.—Seldom within these many years have the Carron works been more extensively engaged than at present. All the departments of this national establishment are in full operation; and while the generality of mere foundries throughout the country are suffering more or less from the effects of the late rise in pig-iron, and obliged to discharge many hands, Carron continues its deafening roar, rather inspirited by the advance of price. We understand that, besides the immense cargoes lately shipped for various parts of England and the continent, there are now within the works upwards of 300,000 tons of smelted iron, both from the hot and cold blast—the quality of which, in the manufacture of guns and machinery, has rendered Carron so distinguished among the iron-works of Europe.—Stiring Journal.

guns and machinery, has rendered Carron so distinguished among the iron-works of Europe.—Stirling Journal.

EARTHQUAKE.—A smart shock of an earthquake was felt through an extensive district in Shropshire about eight o'clock on Easter Monday. The workmen in the coal and iron mines of Mr. Botfield, at Old Park and Dawley, were terrified from their labour, thinking that it was an explosion of fire-damp. The same was felt through Colebrook-dale, Wellington, and Apley Castle. It extended also to the opposite side of the river, to Bridgenorth, Wenlock, &c. It is somewhat remarkable, that a similar shock occurred in the same neighbourhood, at about the same season, two years ago.—Worcester Guardian.

BARTHQUAKES IN THE EAST INDIAN ISLES .- THE HAGUE, APRIL 12.—We learn from the Java Courant of the 30th of December, that on the 1st of November a dreadful devastation had been caused by an earthquake in the Molucca islands, probably in consequence of an eruption of the volcano in the island of Banda. In Amboyna, from which island alone a merely hasty notice had been received, fifty-eight persons were killed by the falling of the barrack in Fort Victoria, and sixty-six wounded; most of the buildings were in danger of falling; the greater part of the killed by the failing of the barrack in Fort Victoria, and sixty-six wounded; most of the buildings were in danger of falling; the greater part of the Chinese camp is destroyed, &c. The earthquakes of 1781 and 1830 were not to be compared with this one. The damage done is estimated at 300,000 florins. Accounts from the other islands were expected with

IRON MINE.—Mr. Crawshay, the great iron-master (who, it is re-ported, has cleared no less a sum than 300,000l, by the recent advance in the price of iron), is working with a good deal of vigour the recently disthe price of iron), is working with a good deal of vigour the recently dis-covered mine at Wootton Courtenay, near Dunster, which affords employ-ment to the labouring poor in that neighbourhood. The farmers also are enabled to turn the farm teams to good account, and the poor men with their donkies are likewise engaged in hauling the ore to Minehead, whence it is shipped to Wales. Sometimes more than a hundred carriages of various descriptions may be observed on the road leading to the port. THE MENT TOTAL

#### PORRIGN MINES

The following reports have been left over from former numbers :-

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Iron.

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The following reports have been left over from former numbers:—
COLOMBIAN MINING ASSOCIATION.

[Costinued from No. 35.]

Marmalo, Dec. 31, 1835.—Raining of Ores.—Nowithstanding the several feast days during the month, we have been able to extract 1, 108 tons of ore, and I am glad to state the estimate for the year 1835 has been accomplished. The total quantity of ore extracted during this year amounts to 11,040 tons, and has been raised from the following lodes:—the Crazada lode 10,991 tons; Canidado dec. 20 6 1; Caparrosal do. 19 7; Patacon do. 9; Pantano do. 0 6 3; making together 11,040. In 1835 we expended 1,937 square fathoms of ground, which produced 11,040 tons of ore, and during the year 1834, we expended 1,425 square fathoms, which produced only 7,053 tons; this disproportion of the produce of one square fathom will also be explained by referring to

The average Width of the Lode—which in 1834 was 2 ft. 2 in., but in 1835 it was 2 ft. 2 in. The number of stopes I expect to take away during 1836, and the probable quantity of ore we shall receive from them of the Cruzado lode only, I will furnish you in my next; and likewise a section of the workings of the Cruzada lode.

Of the Ore—which is remaining on the surface at the end of 1835, and which amounts to mearly 608 tons, only 474 tons, which are lodging on the Sebastian floor, can be delivered to the stamps.

Deep Cruzada Adit.—I am at last able to state that this work is in a very forward and satisfactory way.

Excelastica End—contains a favourable lode, measuring 2 feet 6 inches clean ore.

San Nicolus End.—The famous bunch of ore which, during the last three

Deep Cruzada Adit.—I am at last able to state that this work is in a very forward and satisfactury way.

Escolastica End.—contains a favourable lode, measuring 2 feet 6 inches clean ore.

San Nicolas End.—The famous bunch of ore which, during the last three mouths, has presented itself in this end, and measured from five to six feet of clean ores, appears to be taking an unfavourable change, although at present it still measures four feet clean ore; but it is become so very hard, in addition to which, the appearance of the ground leads us to suppose that the lode will still decrease.

Cruzada Extraction Lecel.—The old train, four fathous west of Vicente's rise till to Bodmer's rise, has been sufficiently altered, and the expenses of laying a new road, the length of seventy fathoms, have been saved, or at least for the present Cruzada end, about six fathous west of Williamson's rise. The lode in the present Cruzada end is still measuring one foot, and the ground continues the same as before reported.

The third Cruzada Sink—is discontinued since 18th Dec., owing to one Englishman and four natives not being able to draw the water. The San Nicolas end west, which is only three fathous cast of it, will, I hope, dry this sink after the end is driven about four fathoms further; and in that case a communication with the third Cruzada sink and the San Nicolas level will be made by means of rising from the back of San Nicolas level. The warkmen from this sink are taken to commence sinking San Vincente's rise below the Cruzada level. They have commenced two fathoms and a half west of the plat of the present Vicente's rise. The ground is hard, but favourable for biasting, and the lode is about one foot wide.

In Dundone's End and the José Ends—the lode continues merely nominal, and the ground so hard that the price per fathom in the first is #55, and in the latter #80.

Boduer's Rise—has been risen during this month only five feet, on account of the workmen being required to timber and secure the back of the José level, w

San Aslonic End.—The caliche lode, which was reported to make the ground in this can very dangerous, still continues; but notwithstanding, B. Pollard has secured this end very well with timber, and driven altogether three fathoms one foot. The lode in the present end continues of the same dimensions as before, and is one of the most promising ends we have. The mineral extracted from it requires to be washed in a strake before it can be conveyed to the stamps, on account of its containing such a great quantity of attle and callebe.

conveyed to the stamps, on account of its containing such a great quantity of attle and caliche.

4. CANDADO LODE.

The backs three fathoms east of the present adit end, contain about (so far as it will be advantageous to work them) 100 tons, and from the present end inwards we shall have 772 square fathoms, and taking the width of the present end, which is indeed very favourable, and measures since the 22d Dec. three feet of clean ore, as an average width, we shall be able to calculate in this part of the Candado lode upon 4,000 tons of mineral. From this statement we learn that it is of the most importance to commence as soon as possible another adit forty fathoms below the present Socabon de Hermenefeldo, somewhat upon the boundary line of the Candado mine, at a place where I have already, some time ago, proposed this adit, viz. a little above the Quebrada de Escolastica; and from this situation it will be at once clear, and what I already stated that Candado workings must form a separate establishment from the present one. I should be glad when you determine about the adit below the present one, and to commence it as early as possible. Number employed—natives 148; Europeans 20; ground expended in square fathoms 200.19; ores raised 1,108 tons.

Lower Eighteen-Head Mill, Enterprise.—The derrumbo, which took place on the 10th inst., is nearly cleared. There has been no great damage done, as far as regards the mill itself: the sides of the stamps pits have been destroyed; this is the only thing which will prevent us from putting the mill into immediate action.

The walls for protecting the above mill, &c., will be commenced on Mouday next, together with the repairs of the damages, and the mill will be set to work when the quantity of mineral requires it.

Eight-Head Mill.—We have commenced again on this mill, and shall shortly put it in a state of completion.

New Dressing Floors.—The contractors have been engaged in repairing

Eight-Head Mill.—We have commence of the shortly put it in a state of completion.

New Dressing Floors.—The contractors have been engaged in repairing the different parts now standing, in order to go on next month (January) with their regular contract to complete whole roof and training.

CHARLES DECENHARDT.

## CATA BRANCA MINING COMPANY.

CATA BRANCA MINING COMPANY.

Son Astonio, 29 Jan., 1836.—I enclose gold report from the 17th to the 2nd last, both days inclusive. In the mine all goes steadily forward; I think the lode is a shade softer, in value equally good. I make this latter statement lest you should, from the poor gold report, fancy otherwise; the fact is, from the quantity of hismath ochre in the whim shaft stope, which renders it very difficult to wash our gold, I have given Mr. Toppo directions not to wash close, so that a large proportion remains to be amalgamated, and which I am now arranging a plan to do by water power, finding the quantity far too large to deal with by hand. I anticipate a good amalgamation for each of the unaecounted for past weeks, on Messrs. Slouggetts and Schuyler's arrival. I do hope to give this subject my close consideration; nothing but undivided attention and unremitting perseverance can make it (amalgamation) answer. I was induced to suggest the sending up the Fayai emigrants from having heard them spoken well of. I wanted such as would have answered at the stores as superintendents, or at the stamps; the ones we have are simply labourers, but as such will proce no loss to us.

Workings from the 19th to the 28th Jan.—Nine days, 98bs. 5oz. 6dwts. 16grs. 10ths. 5oz. 12dwts. 10grs.

Workings from the 19th to the 28th Jan.—Nine days, 9lbs. Soz. 6dwts. 10grs.

10lbs. Soz. 12dwts. 10grs.

From 1st to 28th Jan.—31lbs. 3oz. 4dwts. 9grs.

From 2d to 9th Jan.—With two sets of stamps at work of ten heads each,

2lbs. 9oz. 8dwts. 1gr.

Rio de Janeiro.—We wait upon you with copies of our respects of the 6th inst. per Nelson, and are still unable to advise the arrival of the packet.

Her return will be at so distant a period that we have determined to hand you copies of our correspondence with your committee by this opportunity, and duplicates by the Urania, to sail not later than the 14th inst. with the gold.

MACAUBAS AND COCARS.

MACAUBAN AND COCAES.

Since the last report nothing very interesting has occurred in the mines. On entering the old Rasgad workings from Halfeld's shaft towards the Antonio Dias mine, we find the air very impure indeed, which has greatly impeded our proceedings in this place, but this we hope to remedy as soon as we can get in some larger air-pipes, which are now in preparation. In the cross-cut near the eastern extremity of the property, we have cut the lode; it is about four feet big; the samples taken from it to-day are poor. We shall now extend a level on the course of it towards the Cavaco mine, which is about 400 fathoms to the west of it; this we shall call in future Mina de Morro.

Thirty fathoms have been driven since last reported, the greater part of which has been timbered, having about thirty fathoms only to be completed; the ground in both cods is still very favourable, consequently we think there is no doubt of its being finished in about the time specified at its commencement. At the Bandeira mins in the eastern end, the lode is very small indeed, and the ground very hard; but according to the information we can get here, the richest part of the Cavaco workings is yet before us; therefore, we shall continue to push on this level with all possible speed. In the winze sinking on the lode westward in this level, the lode has suddealy become very small indeed, and very irregular; the samples taken from it show a little gold, but the produce of the canvas for the last ten days has been very little.

The ground in Waller's cross-citt continues very hard, as well as that of the deep and shallow adit? At the Peras Grande we are still clearing away ground for the foundation of the new dam; we, however, find it impossible to avoid the itacolumite, as we have discovered it again in this place about aftern feet under the hornblende, but, not in such a thoroogh state of decomposition as it has been found in the several other places. We have, therefore, considered it safe to lay our work on it, and I hope in a short time to commence laying the foundation; but a great deal of stuff yet remains to be cleared away, as the bottom part of the wall will be eight fathoms thick, finishing at the top at about forty-eight feet, consequently it is necessary to clear away ground on each side of the conego for a great breadth.

J. HITCHENS.

J. GLEMERT.

F. HALPELD.

E. EDWAADS.

UNION GOLD MINING COMPANY.

(Conditioned from No. 33. 'I believe, in good order.' I shall commence driving the 113 feet cross-cut from this shart towards No. 3 vein, with three English sumpmen and three native labourers, on Monday next. The carpenter will be engaged during-meat week in casing up the cylinder and steam-plees, and it

No. 3 veia, continues much the same as mentioned in my last, in favourance slate rock.

The veia in the sixty feet level south at Reading's, during last week, increased in width, being at present four feet wide, composed of hard quarts, disseminated throughout with the brown oxide and suphuret of iron. The veia in the north level having little or no alteration, is about eighteen isches wide and shattered.

We have now nearly all the timber required for the stamps on the mine, and the empenters will be kept constantly at work on it until the stamps are erected. The smiths, of course, will be engaged in making the necessary iron work required for the stamps, and in doing the running work of the mine.

received. The shattas, of course, was the engaged in making the necessary iron work required for the stamps, and in doing the running work of the mine.

Feb. 20.—During the week we have driven eight feet in the 113 feet cross-cut; the ground is still favourable, and should it continue. I hope to be able to reach No. 3 vels at this point in about four weeks from this.

The vein in the south level at Reading's atill continues very large; the character of the ore is very similar to that stated in my last. In the north level the vein appears to improve as we advance, being at present more compact, and looks favourable. I hope soon to be able to see a large vein in this level again.

In consequence of our stock of charcoal on the mine having nearly run out, and the weather being so severe that mone of the inbabitants of the neighbourhood cared to make any, we have, therefore, been obliged to born a kila on the mine in order to keep our smiths at work. All the other works are going on very regularly.

March 5.—I beg to inform you that the vein in the north level at Reading's appears to have improved during the week, being at present a little over two feet wide. The air in this level is beginning to be a little dead or had for driving; and as we now have a favourable spot for communicating with the old level south of Taylor's shift, both for air and for proving the vein, I intend next week to discontinue driving the level, and place the force to rise on the course of the vein to the level 'above. The vein in the south end is still favourable. We shall discontinue driving for the present, and commence raising over with the same farce on the mine to the level above. The vein in the south end is still favourable. We shall discontinue friving for the present, and commence raising over with the same farce on the mine to the level above. The vein in this level.

this level.

Our progress in the 113 feet cross-cut from the engine-shaft has been very slow, owing to our having met with a very hard bar of granite, which I am sorry to say we have not yet got through. Our surface works we are going on with as regularly as the state of the weather will allow, and I hope by the early part of next mouth to have the stamps completed and in operation.

RICHARD MANUELL.

sorry to any whave not by got thiroigh. Our surface works we are going on with as regislarly as the state of the ventire will allow, and I hope by the early part of sext most to have the change completed and to operation.

ENTER MEXICAN MINIMO ASSOCIATION.

Gonsajualo, Ph. 5., 1838—Regard—In reply to pure observation that the nankty of the directors is much hierarcack by the absence of "all information, in my recent correspondence, on the subject of my finances, resources, and plan of operations," I key locate to state that my depastebes have brained the subject of the company of the subject of the company in the subject of the company in the subject of the company in the subject of the company of the subject of the company. If the company is the subject of the company is the subject of the company of the subject of the company is the company from farther outrage in the company. If the company is the company is the company is the company of the company is the company of the company is the company. If the company is the company is the company is the company in the company in the company is the company in the company in the company in the company is the company in the company in the company is the company in the company in the company is the compan

In Barrera five torias in the patio.

But there is an account of saugullas during the whole period to charge, which will amount to this saum.

So that Barrera adds auching to the present calculation. Value of existence in San Matias.

cruss-cut near the eastern extremity of the property, we have cut the more it is about four feet big; the samples taken from it to-day are poor. We shall now extend a level on the course of it towards the Cavaco mine, which is about 400 fathoms to the west of it; this we shall call in future Mina de Morro.

In the western new c.ons-cut in the Conceicao we have not yet cut the linds, having been obliged to timber all the ground gone through, we have not made no great a progress as we anticipated; the ground in the epd at present is very soft; this in future will be called Mina de Sacufrenba.

In the new adit to M'Donnell's shaft we have made very good speed.

In the new adit to M'Donnell's shaft we have made very good speed.

the directors will feel and acknowledge that I have done the best for their interest that circumstances would permit.

\*\*Boutcous Affairs.\*\*—These continue unaltered as to any relief to be obtained at law.

\*\*Ourcous\*\*—Mr.\*\* Hampshire cau make no progress in his district to any advantage, he now sees that the produce enamot cover the yearly outlay; he has long since my orders to put the mines under strict ampure, and next post I shall again confirm these orders to him.

\*\*Management\*\*—It is with the greatest satisfaction I lears the appointment of Mr. Shoolbred to a share in the conducting of your efficient in this country, and only regret that his arrival may yet so some time Schuyed, as I am anxious to know with what powers he is invested, so as to enable me to adopt such measures as may be dependent upon them for the immediate regulation of all matters affecting your concerns. The want of this knowledge is at the moment of much consequence, principally as regards the power to avail myself of any funds applicable to the maintaining the association on its present footing in the country; and I should hope with the arrival of Mr. Shoolbred, the directors may have been induced to vary the instructions as to possing drafts on England. In order that the interest of the company may not be prejudiced by any difficulty in Mr. Shoolbred's understanding the persent attitude of the Zacatecas affairs, and that it may be more easy to make Mr. Pakenham our fulf to what is passing, I shall gather together all the documents that I am possessed of relating to them, and go myself to Mexico to meet these gentlemen, what I trust something may be hit upon that will guarantee the company from farther outrages in the courts of this country. The Rayas adjustment of accounts is so near a conclusion, that I hope to be able to leave this in ten days.

\*\*Aristas Spoliations.\*\*—I am not aware up to this day of what are the arrangements made by Mr. Pakenham for the settlement of these claims. I have been the only points now worked are the

We this week give the report of Mr. Crowe, deferred in our last

want of space.

REPORT.

It will be remembered that the year preceding, when the new and more powerful machinery was decided on and ordered, the ore floors were removed and made at the new site, foundations laid, and every preparatory measure adopted ready for its reception, in full reliance it would be out by the end of March, but, owing to contrary winds, the ship did not reach Liverpool till April; there it was doomed to meet with further delays, so that it did not arrive at the works until the middle of June; it then required full a month's work, day and night, to creet and complete it, thus it was the middle of July before we could commence active operations, and when in fact our season had half expired; this was the reason why a greater quantity of ore was not shipped. Also, before the season closed, we ascertained by various assays that the ores from Ward's lode contained silver; the accuracy of these assays we had no reason at that time to doubt. One of the cargoes' was shipped without dressing, another only partially dressed, concluding what would actually have been the case had allver been contained in the copper, that, by the usual method of dressing, we should have lost a greater value in aliver than we could possibly have gained in the per centage of copper; had this not have been the case, and had the machinery been erected in time, we could easily have shipped off two cargoes more, and of a better per centage.

By this brief explanation I hope the directors and shareholders will see that the disappointments have arisen, not from any general deterioration in the lodes, but, in one case, from circumstances entirely out of our control, and in the other from expectations which turned out to be fallacious. That there are not the slightest grounds for discouragement, I should consider the following fact alone sufficient to prove:—

That not any of the reserve existing at the old mine, when the association was formed, have been decreased or taken away, but an extent of ground still remains there, indepe

per fathom, the cost for breaking and preparing for shipment being amous 2l. 10s, per ton.

It is true that much inconvenience has hitherto been experienced at this mine in consequence of the ore being disseminated over such an extent of lode, an immense quantity of stuff has had to be turned over in order to procure a curgo, no less in fact than eighty square fathoms must be broken and handled; and although this evil still exists, the operations are materially facilitated now by the adit level being driven and the railroad laid dogm, nearly to the extent of 500 fathoms; the benefit of which we immediately experienced by being able to bring treble the quantity of stuff to the surface at a less cost, where a better separation is likewise effected. This railroad conveys the ore to a shoot 420 feet long, from whence it is again conveyed by a railroad 650 feet in length to the crushing-mill, with comparatively little or no labour.

a railroad 650 feet in length to the crushing-mill, with comparatively little or no labour.

Ward's lode must tend still more to increase your confidence; it is a discovery made since the formation of the association; it was one of those numerous indications alluded to in the former reports; its immediate vicinity to the new machinery and shipping place, combined with other local advantages, induced me last year, on finding the machinery did not come out, and the consequent impossibility of dressing the quantity of ore required, to direct my attention to this lode: the result was, that, although not exceeding three to four feet wide, it turned out from three to four tons of ore per fathom, was much better ground, and being right over the ore floors and grinder, no railroad was for the present required. The ore being thrown down a shoot direct on the floors, and from its compact and concentrated character, readily dressed. Between 700 and 800 tons were shipped off last year, and, at the present time, they are breaking no less than 150 tons per month; and it is estimated that there are in reserve full 1,000 fathoms of lode, and about 1,000 fathoms partially discovered, and which are being increased from every accessible point, and more particularly are we looking forward to the period when this important lode will be pierced from the deep said level: this event can shortly be expected, we estimate it will be cut at a depth of sixty fathoms on the lode. The cost for breaking, including mate rials, being 21. 2s.

It is from this lode the assays for silver have been made. I was in hopes, from the song the state of the presence of the prese

adit level; this event can shortly be expected, we estimate it will be cut at a depth of sixty fathoms on the lode. The cost for breaking, including materials, being 21. 2s.

It is from this lode the assays for silver have been made. I was in hopes, from the samples I had brought with me, and which were considered as fair specimens of the whole, that something like a satisfactory estimate might have been arrived at; this, I am sorry to say, we have not been able to do—assays have been made in Sweden, Germany, Cornwall, and London, and all differ in their respective results. Sufficient, however, has been ascertained to establish the fact that the lodes contain silver, probably sufficient to pay for extracting the right inference; it probably is, and in this we have been partly confirmed in, that in the immediate vicinity there are some silver branches, which, passing through the copper lode, have been taken up by it, and thus partially become impregnated.

At Petterick's lode there are likewise some very considerable, no less than 2,000 fathoms have been discovered since the deep adit level pierced the lode, at a depth of about forty fathoms. It produces from four to six tons of ore to the fathom, and although poor, in consequence of the large quantity of mundic it contains, which it would be difficult for us to separate by the usual means of washing; but by smelting, we shall make a much larger quantity of ore available, which will not exceed 30s, per ton for raising, dressing, &c. This ore will be calcined in the open air; it requires but little fuel, the quantity of sulphur it contains, when once ignited, serving to keep up the combustion. A considerable quantity of reis already on hand from this lode, and if we had a sufficient number of labourers, 200 tons per month night easily be broken.

At Michell's lode, as stated in the open ar; it requires but little fuel, the equantity of sulphur it contains, when once ignited, serving to keep up

the combustion. A considerable quantity of ore is already on hand from ambolde, and if we had a sufficient number of labourers, 200 tons per month might easily be broken.

At Michell's lode, as stated in the annual report, but little was done last year, the causes we then explained; the present reserves are not considerable, but as soon as the adit level cuts the lode, which it is calculated will be done in three or four months, at a depth of sixty fathoms, the lode will be proved, and extensive reserves readily formed; the cost of breaking this ore does not exceed that of the old mine: a shoot of 450 feet is built from the shallow adit to the deep adit below, from whence a railroad of about 100 fathoms conveys the ore to another shoot 360 feet in length, which deposits on the ore floors close to the grinder.

At Woodfall's, although the lode is traced to an extent of about 150 fathoms; for the same causes as at Michell's, the reserves do not exceed 300 fathoms; the lode is about two feet wide, and produces 1½ ton per fathom; the costs of breaking, including materials, 2i, 5s.

At Raipas I am at a loss to arrive at a positive conclusion. To a more experienced miner this working would probably hold out more advantages than I am inclined to expect, viewing it in a commercial point; and with reference to its probable permanency, I should give the preference to those, previously described, being induced to farm this opinion from my knowledge of similar very rich lodes in the south of Norway, where I have generally found them less permanent; and I believe it will be universally acknowledged that the most solid results have been derived from the poorer lodes. Raipas, however, possesses peculiar features; it is a novel and singular formation, and may make brilliant returns with our present limited population; however, we cannot extend our discoveries more rapidly than we are doing.

tion; however, we cannot extend our discoveries more rapidly than we are doing.

When I left Alten we had four men driving in the shallow level, and four working on the lode; from both places they were breaking a fair quantity of rich ore, and I trust you will have thirty or forty tons from them.

Before closing my remarks on the mining operations, I must direct your attention to the facts that have been adverted to, on more occasions than one, viz, the numerous lodes of a promising character that have from time to time been discovered on the property of the association. New discoveries are continually being made, many have been already explored to some extent, and found equally as kindly as those under work; it must, therefore, fairly be presumed that long ere any of the old workings are or can be exhausted, new opportunities will arise for profitable extraction; no doubt ought, therefore, to be entertained as to the permisence of the works.

The more perfect machinery that has been creeted, the various railroads

hausted, new opportunities will arise for profitable extraction; no doubt ought, therefore, to be entertained as to the permanency of the works.

The more perfect machinery that has been creeted, the various railroads and arrangements for the better concentration of the ores now on the eve of completion, will add to the stability and profitable result of the undertaking (of the result of the arrangements, machinery, house, &c., already completed, and approaching to a state of maturity, a statement is now on the table, and may at any time be seen at the office of the association).

According to an estimate made to the directors, about 2,000L are yet required to complete the smelting department, unfinished railroads, and other unproductive branches, which we expect can be effected within the pressured all unproductive labour will cease, and the about of those persons hitherto employed in that division of the concern will be directed to profitable results.

Smelling.—A cause of serious disappointment to us last season was the failure in the reduction we contemplated to make by the partial smelting of our ore. The calciner and furnace was erected and finished two months after the materials arrived 'out, and we fully expected to have sent home thirty tons of regulus, but, to our surprise, the smelter sent from England, could not succeed in making a bottom to the furnace.

Since my return to this country I have, by order of the directors, visited Swansea, with a view of acquiring some insight in the modes of smelting, and, for the purpose of engaging a more competent individual. I have also had an opportunity of conferring with Mr. Kehtes, of Liverpool, the gentleman who assisted in the arrangements last year, and have reason to suppose the failure originated flows rey simple causes, merely a want-of aftention or a hoowledge of the necessary details in the manipulation; this evil is not likely to recur, as an individual has been engaged, one brought up it the saiciling works in Swansen from his childhood, well recomm

meat may be required in the amplting. He is now on his way to the works.
You have been already informed that a calciner and smelling furance were

meat may be required in the unciting. He is now on his way to the works. You have been already informed that a exiciner and smelting fursace were constructed last year; the directors have now sent out materials for the building, an additional furnace, which we consider will be sufficient to keep the calciner constantly at work, and canable us to produce from one ton and a half to two tons of regulus per diem, of about 36 per cent. These arrivagements, when complete, will, we estimate, create a saving of 11. per ton of ore. It is not this saving alone that has made me advocate the concentration of the ores, but the considerable quantity of ore, of a poorer description, which has been accumulating since the workings first commenced, and which has been rapidly increasing since the association has been formed. This ore we have hitherto not been able to send to market, and by the usual mode of dressing we cannot make it of smilicrict value for shipment. But by the concentration proposed, estimating the accumulation already on hand with that which is being daily produced, it will make a difference of near 500 tons of ore per annum to us at very little additional cost.

Population.—No one, I believe, will question the fact that there are immease deposits of ore on the property of the association, which only requires the application of physical power to extract in order to turn to profitable account; the impossibility of applying this power to an adequate extent at once I consider as the greatest difficulty we have to coatend with. We were last year making rapid strides towards an increase in our numbers, when the fatal epidemic that appeared among us incapacitated a very large number of our men, and carried off no less than 12 per cent, of our total population. It raged during our most buys time, when we constantly had from forty to fifty sick, sometimes even more; this likewise, in some degree, contributed to the disappointment of last year, although, had the machinery been remarked and the contraction of the general

I have now the pleasure of communicating to Journal has given his approbation to the measure; at the same time accompanying it with a donation of 80L, and authorising the clergyman of the purish to officiate at the works.

As the men have paid their contribution since May last, a fund has been already created; and by this time arrangements are in progress for the erection of the church, so that no time will be lost in affording the men the full advantage they seek. In the mean time the effect is already felt at the works, as many of the men whose arrangements expired this spring, and who intended to have returned home, have settled on the spot, others have sent for their families, and out of all the number only one now returns. The school will likewise be materially benefited by this arrangement, by coming more immediately under the cognizance of the clergyman.

Fisance.—Having now gone over the points I have considered it necessary to state to you, I proceed to call your attention to the funds we require for the present year. We have calculated, that in order to lay in the stock of stores, provisions, materials, &c., necessary until this time next year, with the current account of wages usually drawn for monthly, that 8,000L will be required; out of which sum 2,000L will be consumed under the head of unproductive labour, building additional furnace, completing railroads, coal floors, additional dwellings, &c. The remaining 6,000L will be expended in productive labour.

Our stock, when taken at the end of December last, was worth 3,500L. A considerable stock must always remain over; and it must be remembered, from the peculiar nature of our situation, not only sufficient stocks are required to be on hand, but the directors must renew those supplies, at least one year in advance. The men have to be fed, and clothed from head to foot; and these supplies, as well as mining materials, can only be shipped during the first four months of the scason: in the present instance the directors will be called upon for the pr

one year in advance. The men have to be fed, and clothed from head to foot; and these supplies, as well as mining materials, can only be shipped during the first four months of the season: in the present instance the directors will be called upon for the principal proportion of the 8,000l. before the return cargoes of this season can be realised. The balance that will remain in their hands, after dividing the profits among the sharcholders, will be to provide stores and materials for the year 1837 to the spring of 1838.

I need scarcely remark, that however unfavourable the circumstance of such a large capital being called for in advance at first may appear, it forms a source of considerable profit; it is in fact a trading capital, giving a certain and sure profit, without the risk usually attending such transactions, and thus adding in no small degree to the stability of the undertaking.

Ere concluding it may not be improper to recur to the detailed statements now on the table of the properties belonging to the association. The total expenditures, including the net amount of ores shipped, since the company was formed is 65,207f.; deduct 11,467f., the cash and stock on hand, it will leave 43,738l. The amount that has actually been expended up to the close of last season out of this, 34,140l., has been laid out in bringing the concern to the state of maturity it now has reached, erecting machinery, dwellings, forming railroads, floors, furnaces, &c. &c. The remaining 9,607l. is, therefore, all that has been expended on productive labour during the three years, while our net proceeds for ore shipped is 13,172l., ore in hand 828l.—total 14,000l., thus showing an actual balance in the productive work 4,500l., which would have been paid to the shareholders in the shape of divident, had a sufficient e-pital been raised at once. With regard to the properties detailed in the statement, if in addition to them we take into consideration the valuad by as competent an individual at full 50,000l. instead of the amount actu

NARROW ESCAPE.—A short time since, as two workmen were employed in Rosehall pit, Airdrie, in making some preparatory arrangements for conducting the water-pipes to the mouth of the pit, one of the workmen, named James Dunsmore, unfortunately lost his balance while standing on a suspended scaffold erected for carrying on the operations, and falling headlong descended to the bottom of the pit, a depth of twenty-five fathoms. Fortunately, there happened to be about eighteen feet depth of water at the bottom thereof, otherwise the consequences must have proved instantly fatal; as it was, the young man had one of his legs broken in his descent, by coming in contact with a plank of wood that floated on the surface of the water. Being no swimmer, young Dansmore had some of difficulty in keeping himself from again sinking, after rising to the surface, in the stupifled state he mast have been in, but the plank which was the means of breaking his leg, in this instance proved also the means of saving his life; for by clinging to it he was more enabled to seize the pipe of the pump at the spot where he was floating, and thereby obtained a more secure position. In the mean thue, the alarm reached the workmen at the pit-head, who used every exertion to presente ropes sufficiently long to reach the unfortunate youth, but a full house clapsed from the time he lost his balance on the souffold, till he was leaded on the pit-head, and then only in an extreroely exhausted state. It is unnecessary to add, that from the effects of the accident, the fatigue, and the cold. Dunsmone has been in a very preceasions state, but the medical attendants are sanguine as to his ultimate recovery.—Glasgow Liberator, -A short time since, as two workmen were em-NARROW ESCAPE .-

TIMBER

Attempts have been made, from a very early period, to prevent the destruction of wood, by impregnating it with some substance capable of restraining its ravages. The muriate of soda, or common salt, has been thought a good preservative against decay, when the wood is thoroughly impregnated with it. The wooden posts which support the roof of a salt mine are said to be preserved by the constant infusion of salt, and that a vessel covered with fungus will have her timbers cleaned by immersion in salt-water. Whatever may be the advantages of this process, it is quite certain that it can arever be extensively employed; for the salt absorbs water so readily, that the timbers would be constantly damp.

In the year 1676, a Mr. Jackson proposed to immerse timber in a composition of muriate of soda. Epsom salts, lime, potash, salt water, and other substances; but neither be nor any body else could ever discover the value of this process. This person was permitted to prepare some timber to be used in the national yards, and it was found that vessels built with it were less durable than those in which unprepared wood was used.

Sulphate of iron, or green copperas, in water, has been recommended as a good mixture, in which to place wood, that is to be used for the purposes of building. It is said that timber, boiled in a solution of sulphate of iron, becomes so hard when dry, that moisture cannot penetrate it. This may possibly be the case, but the change must be effected by the removal of some portion of woody fibre, and the admission of the sulphate in its place, in the same manner as the wood found in the London clay has been fossilized by that substance.

Line has been recommended as a preservative against the decay of timber. There is a difference of opinion among writers as to the whole of bids or the process.

sibly be the case, but the change must be effected by the removal of some portion of woody shee, and the admission of the sulphate in its place, in the same manner as the wood found in the London clay has been fossilized by that substance.

Lime has been recommended as a preservative against the decay of timber. There is a difference of opinion among writers as to the value of this substance, for the particular purpose. It is well knows, that quick-lime with moisture rapidly destroys vegetable matter, but Tredgold says, that a large quantity of fresh quick-lime, in contact with wood, absorbs the water, harden the sap, and thus, keeping it in a perfectly dry state, renders it very durable. This gentleman quotes the opinion of Mr. Chapman, who says, that vessels employed in the Sunderland lime trade have been forty years old without needing any repair, or showing the slightest evidence of decay in the timbers. A writer, who recommends the impregnation of wood with lime, says, that wood buried in the earth, and surrounded by lime, is protected from the ordinary causes of decay. But Dr. Birkbeck objects to the plan; for he says, assuming such principle to be correct, there is a great inconsistency as to the effects produced upon animal and vegetable matter, and there can be no doubt that the substance which destroys one will destroy the other.

The attention of scientific men has been recently directed to the experiments with a view to ascertain the primary cause of vegetable decomposition, he was at last convinced that albumen was that cause, and that to neutralize its effects would be to prevent decomposition. Some plan was required similar to that adopted in tanning. The gelatine in animal bodies is quite as liable to decomposition as the albumen or vegetables; but when tanning, the infusion of oak bark, is combined with it, the destructive properties are lost, and the animal matter becomes durable, and almost incapable of decay. Reasoning upon this effect, Mr. Kyan inferred that it might be possible to prevent

ecay. It is probable that, as the alburnum becomes successive layers of wood,

in the course of the nor the thank, as the alburnum becomes successive layers of wood, it loses a quantity of albumen; or that, in consequence of the pressure which takes place by the addition of each successive layer, it becomes so situated, as to lose a part of its exposure to the vessels where a change may occur, and therefore becomes in some measure protected: for that which is one year alburnum or sap, may be, and indeed generally is, proper wood the next.

"The mode in which the application of the solution takes place is in tanks, which may be constructed of different dimensions, from twenty to eighty feet in length, six to ten in breadth, and three to eight in depth. The timber to be prepared is placed in the tank, and secured by a cross-beam to prevent its rising to the surface. The wood being thus secured, the solution is then admitted from the cistern above, and for a time all remains perfectly still. In the course of ten or twelve hours, the water is thrown into great agitation by the effervescence, occasioned by the expulsion of the air fixed in the wood, by the force with which the fluid is drawn in by chemical affinity, and by the escape of that portion of the chlorine, or muriatic acid gas, which is disengaged during the process. In the course of twelve hours this commotion ceases, and in the space of seven to fourteen days, varying according to the diameter of the wood, the change is complete; so that, as the corrosive sublimate is not an expensive article, the albumen may be converted into an indecomposable substance at a very moderate rate, and the seasoning will take place in the course of two or three weeks."

Mr. Kyan's method of seasoning has been already tested, under circumstances so severe, that they may be said to have proved its efficiency.—

Smeaton's Builder's Manual.

FATAL ACCIDENTS.—On Tuesday last an inquest was held before J. H. James, Esq., at the house of Wm. Sampson, innkeeper, in the parish of Kenwyn, on the body of James Oats, a barrow-boy in the Consols Mine, who was killed by the giving way of a sollar on which he was lodging some staff, he was precipitated with his barrow and stuff to a depth of ten fathoms, and was taken up dead. Verdiet, "accidental death."—On Monday, the 4th instant, a young man named Bennetts, of Illogan, was killed at South Wheal Basset mine. It appears that he had erected a stage or stall, for the purpose of reaching his work; and that, while standing thereon, it gave way, together with some ground, carrying him along with it. The distance which he fell was not great, but a large rock falling on his bowels, so crushed him, as to cause almost instant death. An inquest was holden on the body; verdiet secordingly.

QUICK WORK.—On Monday night last, a person called Grenville, employed as a lander at East Wheal Crofty mine, was detected leaving themine with fifteen pounds of candies in his possession: he was taken back to the account-house, where he confessed that he had stolen them, and pointed out the barracks and miners' chests from which they were taken. On Tuesday morning he was taken before the Rev. T. Pascoe, a county magistrate, when he again confessed his guilt, and was committed to take his trial at the county sessions, then pending at Truro. On Wednesday

magistrate, when he again consessed his gain, and was committee of this trial at the county sessions, then pending at Truro. On Wedness he took his trial, and was convicted; and on Thursday, he was sentence

his trial at the county sessions, total and on Thursday, he was sentenced to three months' imprisonment.

RAILWAYS.—An experiment was made, a short time since, in the Champs Elysées, in the presence of a Committee of the Société d'Encouragement pour l'Industrie Nationale, and a number of engineers, on the possibility of running waggons on iron railroads, having curves of a radius less than fifty metres, at an extraordinary velocity, according to the system of M. Laignel. A waggon weighing 500 kilogrammes, loaded with 1,360 kilogrammes of paving stones, started on an inclined plane of one decimetre in every metre, went safely along a curve of eighty-two metres is length at the rate of fifteen leagues an hour, without going off the wheelway, though the outer band or ridge was not more than one centimetre in height, and was the only opposition to the centrifugal force. The trial succeeded perfectly, and appears to have resolved a difficulty, which has hitherto been considered as insuperable. The system of M. Laignel is extremely simple, and is applicable to all railroads.—French Paper.

The Mining Inverses.—The Mine Committee met at Pearce's Hotel.

is extremely simple, and is applicable to all railroads.—French Paper.

THE MENING INTEREST.—The Mine Committee met at Pearce's Hotel, in this town, on the 9th, and again on the 12th instant, in order to take into consideration those clauses of the proposed new Duchy Courts' Bill, which had been referred to them by the committee sifting in Landon-The several clauses alluded to were read by the secretary, discussed very fully, and altered where deemed necessary. Sir C. Lemon and Mr. Pendarves left the county on Wednesday morning to resume their parliamentary duties.—Cornwall Royal Gazette.

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#### GLOSSARY OF ENGLISH MINING TERMS.

At the request of several correspondents, we are induced again to give a Glossary of Mining Terms, which will be alphabetically arranged and divided into those applicable to Cornwall, Derbyshire, and Mexico or Brazil. These will be followed by philosophical terms, and those generally used in scientific works or reports.

Litt level.—A horizontal excavation, through which the water drawn from the bottoms of the mine thereto by the engine, and that from above, passes off to the surface. This level is usually commenced from the bottom of the deepest neighbouring vale, and extended throughout a great part of the mine.

Adventurers.—The individuals who have parts or shares of a mine, in contradistination to the lord who is owner of the land.

Air machine.—An apparatus for forcing fresh air into, or withdrawing foul air from, badly ventilated places.

Air pipes.—Those or pipes of iron or wood for ventilating under ground, or for the conveyance of fresh air into levels having but one communication with the atmosphere, and consequently, no current of air.

Airch piece.—That part of a plunger lift in which the clacks are fixed.

Arch.—A piece of ground left unworked near a shaft.

Altle.—Rubbish, containing little or no ore.

Back.—The back of a lode is the part nearest the surface. The back of a level is that portion of the lode extending above it to within a small distance of the level next above.

Bal.—The miners term for a mine.

Batch of ores.—Certain quantity of ore sent to the surface by any poir of men. Bar of ground.—A vein of a different description of rock, &c., from that in 4ts vicinity.

Bearers.—Supports to the pumps in the engine-shaft.

Beat away.—To excavate; usually applied to hard ground.

Bit.—The steteled end of a borer.

Bed.—A scann; a horizontal vein.

Black fack.—Blende.

Black fin.—Tin ore rendy for smelting.

Blath holes.—The holes through which the water enters the "windbore," or buttom of a pump.

Black lin.—The ore rend, to age which the water enters the black holes.—The holes through which the water enters the buttom of a pump.

Block lin.—Metallic tin.
Block lin.—Metallic tin.
Block lin.—Metallic tin.
Block lin.—The proprietary of tin ore over a given tract.
Brace.—The mouth of a shaft.
Brace.—The mouth of a shaft.
Brace.h.—A small vein which separates from the lode, and very generally again unites therewith.
Brood.—Impurities mixed with the ores.
Bryle.—The traces of the presence of a lode, found in the loose matter, on or near the surface.

Bryle.—The traces of the presence of a lode, found in the loose matter, on or near the surface.

Buckers.—Bruisers of the ore.

Bucket.—The piston of a lifting pump.

Bucket lift.—Set of iron pipes attached to a lifting pump.

Bucket lift.—Set of iron pipes attached to a lifting pump.

Bucket node.—The wood rods, to which the piston of a lifting pump is attached.

Bucking iron.—The iron or tool with which the ore is pulverised.

Bucking plate.—An iron plate on which the ore is placed for being bucked.

Bucking plate.—An iron plate on which the ore is placed for being bucked.

Bucking plate.—An eron plate on which the ore is placed for being bucked.

Bucking plate.—A separating the ores from the carthy substance by means of an inclined butch or cistern.

Bunch, or squat of ore.—A quantity of ore of small extent; more than a stone, and not so much as a course.

Burden, or overburn.—The substances reposing on a bed of stream tin ore.

Burning house.—The furnace in which tin ores are calcined to sublime the sulphur from pyrites; the latter, being thus decomposed, are more readily removed by washing.

Burrow.—A heap of deads, attle, rubbish.

Burron.—A heap of deads, attle, rubbish.
 Cage of a whim.—The barrel on which the rope is wound up.
 Cal.—Wolfran.
 Cand or Kand.—Fluor.
 Capel.—A stone composed of quartz, schorl, and hornblende, usually occurring on one or both walls of a lode, and more frequently accompanying tin than copper ores.
 Captain.—One of the superintendents of the mine.
 Captain dresser.—Superintendents of the dressing of the ores.
 Carrack.—See Capel.
 Cases of spar.—Veins of quartz (not containing ores) which have not a direction parallel to the lodes.
 Casing.—A division of wood planks, separating a foot way, or a whim, or engine-shaft, from one another.
 Cathead.—A smaller capstan.
 Canister lode.—A lode which incline at a considerable angle with the direction of the other lodes in its vicinity.
 Charger.—An implement in form of the bit of a carpenter's auger, for charging holes for blasting, which are dug horizontally.
 Chimming.—A process of similar effect to tossing, but being performed on small quantities of ore, the keeve is supported on the verge of its bottom.
 Clack.—The valve of a pump of any description.
 Clack.—The valve of a pump of any description.

bottom.

Clack.—The valve of a pump of any description.

Clack door.—The aperture through which the clack of a pump is fixed and

Clack door.—The aperture through which the clack of a pump is fixed and removed.

Claying.—Lining the hole (in which gunpowder is to be placed) with clay, to prevent the powder becoming damp.

Cob.—To break the ores with hammers in such a manner as to separate the dead or worthless parts.

Cob.—To break the ores with hammers in such a manner as to separate the dead or worthless parts.

Cockle.—Schorl.

Coffia.—Old workings open to the day.

Collar of a shaft.—The timber by which its upper parts are kept from failing together.

Collar launder.—The pipe or gutter at the top of a lift of pumps through which the water is conveyed to the cistern.

Connerion or Connecting Rods.—The larger rods which are attached to the engine beam.

Core.—Miners usually work but six hours at a time, and consequently four pairs of men are required for the whole time;—"forenoon core," from 6 A.M. to noon—"afternoon core," from noon to 6 P.M.—"first core by night," from 6 P.M.—Miners also work occasionally eight hours.

Costeming.—Discovering lodes by sinking pits in their vicinity, and driving transversely to their supposed direction.

Courtey.—The strata or rock through which the vein or lode traverses.

Course of ore.—When the portion of the lode contains a regular vein or body of ore.

Corer.—The box into which the ore is removed from the rock: also the place at the head of the trunk, in which the slines are by agitation mechanically suspended in water, in the process of trunking.

Cross-course.—A lovel or vein which intersects or crosses a lode at various angles; and which generally throws the lode out of its regular course.

Cross-course spar.—Radiated quartz.

Cross-course spar.—Radiated quartz.

Cross-course spar.—Radiated quartz.

Cross-course driven at right angles with the direction of the lode.

Cruss-cul-.—A level driven at right angles with the direction of the lode.

Cruss-cul-.—A level driven at right angles with the direction of the lode.

Cruss-cul-.—A level driven at right angles with the direction of the lode.

Cruss-cul-.—A level driven at right angles with the direction of the lode.

Elean.—Porphyry, clay stone.

End.—The further extent of a level or cross-cut.

Engineer.—The superintendent of the machinery.

Engine son.—Man who attends to and works the cagine.

Engine shaft.—The pit or shaft by which the water is drawn by the engine

trom the lower parts of the mine to the adit or surface.

### FROM THE LONDON GAZETTE,

FROM THE LONDON GAZETTE,

Thereday, April 20.

PARTNERSHIPS DISSOLVED.

J. Sutcliffe and H. Sutcliffe, Wadaworth, Yorkshire, cotton-manufacturers.—J. Warburton and G. Warburton, Pilkington, Lancashire, joiners.—J. Webster, J. Chambers, and M. Chambers, Manchester, fringe-manufacturers.—W. Buerdin, G. Pearson, and W. Upton, Gergrand-street, Soho, shoe-mercers.—C. Cook and W. Bailey, Regent-street, furriers.—J. Chambertin and W. Chambertin, Reading, hatmakers.—E. Hardman and H. Ames, Liverpool, merchants.—W. R. Kelland and B. Archer, Foundling-terrace, Gray's len-road, plumbers.—N. Shorter and J. Hutchinson, Beacchafeld, surgeons.—J. Rowe and C. Halliday, Strond, Gloncestershire, receers.—J. Hargrave and B. Hargrave, Genthwalte, Yorkshire, farmers.—E. T. Booth, T. Theobald, and E. Booth, Ironimonger-lane, merchants.—J. Lindley and G. Switt, Sheffield, wroolfen drapers.—J. H. Kramby, W. Potter, J. Futter, and J. Rees, Carnarron, printers. so far as regards J. Rees,—W. Sterland and J. M'Oulloch.—E. Politi and J. Polik, Rochadale, woollen-drajers.—J. Winstanley, G. Winstanley, J. Hobday and J. A. Fullarton, Manchester, muslin, purchanta.—W. M. Knight and J. Surgey, Green Harbour-court, Old Balbey, printers.—T. C. Gray and H. Jones, Hanly, Staffordshire, China-manufacturers.—G. Neave and S. Neave, Leiston, Suffolk, grocers.—B. Ornerod and J. Nixos, Stamford, carriers.—L. Bywater and I. Walton, lishop wearmouth, milliors.—R. Wall and R. Pond, King's Lynn, linen-drapers.—R. M. Hunt, and T. Mandeis, Sheffield, curn-factors.—J. Ambridge and J. W. West, St. John-street, corn-deslers.—W. Elsam, and J. Elsam, Boston ironmongers.—G. O. Walker and T. Hughes, Birmingham, eleck-dial-makers.—J. Bale and J. Plummer, Bah, milliners.—M. Banes and M. Nuno, Friday-street, Manchester, warehousemen.—J. Stockman and G. P. Letberlige, Portsea, Hone-drapers.—J. Graves, W. Parker, W. Mercer, and T. Chewham, Liverpool, saddlers; so far as regards T. Cheetham.

HANKRUPTS.

Thomas Edmunds, Fleet-street, victonaller, to surrender May 3, June 7

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BANKRUPTS.

BANKRUPTS.

Thomas Edmunds, Fleet-street, victoaller, to surrender May 3, June 7, at the Bankrupts' Court. Solicitor, Mr. Davies, Warwick-street, Regent-street; official assignere, Mr. Belcher.

Thomas Counier, Romsey Infra, Southampton, common-brewer, May 3, June 7, at the Dolphin Hotel, Southampton-Solicitors, Mesars, Randall and Ekiridge, Southampton; and Mesars. Tilsons, Squance, and Tilson, Coleman-street.

Thomas Adams, Parwick, Derbyshire, checkenunger, May 17, June 7, at the Rutland Arms Ing, Bakeweil. Solicitors, Mr. Clarke, thesterfield; and Mr. Chilton,

land Arms Inn, Bakeweil. Solicitors, Mr. Clarke, Chesterneur, and Mr. Conton, Chancery-lane.

Samuel Cearns, Liverpool, grocer, May 12, June 7, at the Clarendon Booms, Liverpool. Solicitors, Mr. P. P. Curry, Liverpool., and Messrs Blackstock, Bonree, and Vincent, King's Bench-walk, Temple.

William Wilson, Newcastle-upon-Tyne, errivener, May 17, June 7, at the Bankrapt Commission Room, Newcastle-upon-Tyne. Solicitors, Messrs. Seymour and Beckington, Newcastle-upon-Tyne, Bolicitors, Messrs. Seymour and Beckington, Newcastle-upon-Tyne, and Messrs. Bell, Brodrick, and Bell, Bow-burchyard, Cheapside.

Samuel Hibbert and George Hibbert, Draycot, Derbyshire, cotton-doublers, April 29, June 7, at the King's Head Inn, Derby. Solicitors, Mr. Flewker, Derby; and Mr. Capes, Raymond-buildings, Gray's Inn.

Noah Oran, Leicester, grocer, May 5, June 7, at the Castle of Leicester. Solicitors, Messrs. Richards and Motteram, Birmingham; and Messrs. Norton and Chaplin, Gray's Inn-square.

DIVIDENDS.

tors, Messrs, Richards and Motteram, Birmingham; and Messrs. Norton and Chaplin, Gray's Inn.square.

May 19, W. Lankshear, jun., Little Chelsea, surgeon.—May 17, J. Evans, Barge-yard, Bucklersbury, warehouseman.—May 17, T. Tayster, Quadraut, Regent-street, frommonger.—May 18, J. Moser, Oxford-street, cabinet-maker.—May 18, B. Daves-port, Dunster-court, Unincing-lane, merchant.—May 19, H. Hutchinson, Comper's court, Cornhill, master-matrier, —May 29, R. Receow, Liverpool, broker.—May 18, H. Makepeace, Bristol, evachmaker.—May 16, E. Vain, Scotthampton, common-brewer—May 16, J. Pagett, High Ereall, Shropshire, shopkeeper—June 17, J. Bainbridge, Richmond, Yorkshire, irommonger—May 18, T. Halford, Conventry, cabinet-maker—May 18, E. Halnes, Covventry, deve-May 18, J., Balley, Wotton-under-Edge, Cloucesterabire, bookshinder—May 27, Z. Paarson, Kingston-upon-Hull, merchant—May 18, G. C. Wikinson, Bristol, confectioner—May 21, J. Cheesswright, Bristol, stationer—May 23, J. Taylor, Spotland-bridge, Lancashire, hatter—May 23, V. Thompson, Brassington, Derbyshire, cattle jobber.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before

Thompson, Brasington, Deroyshire, cattle joboct.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before May 17.

J. Hamilton, King-street, St. James's, wine merchant—W. Rinder, Leeds, cloth merchant—C. Clark and J. Clark, Bridgmorth, wine merchants—J. Haxby, Brotherton, Yorkshire, lime dealer—J. Cox. Blackwall, Durham, paper manufacturer.

## PARTNERSHIPS DISSOLVED.

PARTNERSHIPS DISSOLVED.

E. Briggs and W. Liddle, Leods, hemp-dresser.—W. H. Alexander and C. B. Richards, Upper Clifton-street, Fin-bury-sequere, general dealers.—R. Heughar and W. Graham, North Shields, linen-drapers.—T. Boyne and R. Boyne, Leeds tobacco-manufacturers.—H. J. Phillips and R. W. Poske, Norfolk-street, Strand atturneys.—T. G. Southwell and J. Ciark, Spalding, Lincolnshire, cordwainers.—G. Horrocks, G. Jackson, J. Horrocks, and J. Athertoi, Freston and Manchester, cetton-spinners; so far as regarded, Horrocks..—P. Cot and W. Cox, Fristol, pressers.—J. Tyler and R. Chiswell, Leicester, plumbers.—E. Sims and M. Robinson Halifax, milliners.—J. Watkins and D. Davies, Worcester, general provision-deal ers.—J. Evans, E. Coupe, J. Brown, A. Southward, C. Hardy, F. Donneley, J. Linney, D. Stott, R. Berry, J. Robinson, and J. Meaden, Huline, Laneashire, dvers so far as regards J. Meaden.—S. W. Shotter and G. Shotter, Sittingbourne, Kontwine, merchants.—D. Prichard and J. Pawell, Builth, Brecknockshire, drapers.—J Pittman and S. Smith, Church-aireet, Rotharbishe, barge, builders.—P. Edwards Southwold, and S. Gaufer, Walherswick, merchants.

April 29, John Whitehead, Woodford, Essex, dyer.

BAKKRUPTCY ENLARGED.

Joseph Hadley, Birmingham, button-manufacturer, from April 19 to May 10.

Joseph Haurey, Burmingham, success manuscurvey, roll again to the second of the Bank Ruptrelks supersection.

John Hill, South Miford, Yorkabire, teacet-dealer.—George Ackiam, Cheltenham

John Hill, South Milford, Yorkshire, teasel-lealer.—George Ackiam, Cheltenham, coach-builders.

BANKRUPTS.

William Porter, East-lane, Walworth, grocer, to surrender May 10, June 10, at the Bankrupts' Coart. Solicitor, Mr. Ashley, Old-street-road, official assignee, Mr. Ashley, Cld-street-road, official assignee, Mr. Ashley, Cld-street-road, official assignee, Mr. Ashley, Cld-street-road, official assignee, Mr. Ashley.

George Walker and William Hague Walker, Newcastle-upon Type, fron-founders, May 23, June 10, at the Bankrupt Commission Rooms, Newcastle-upon-Tyne, Solicitors, Mr. Gibson, Newcastle-upon-Tyne; and Mesers. Swain, Stevens, and Ch. Frederick's-place, Old Jewry.

William Durrant, Hartley, Kent, dealer, May 12, June 10, at the Queen's Head Inn, Hawkhurst, Kent. Solicitor, Mr. Wilson, Crasbrook, Kent; and Mesers. Egan, Waterman, and Wight, Essex-street, Strawil.

Robert Jones, Jun., Carmaron, draper, May 11, June 10, at the Coeminstoners' Rooms, Manchester; Solicitors, Mr. Bent, Manchester; and Mesers. Milne, Parry, Milne, and Mooris, Temple.

John Lythgree, Liverpool, cooper, May 12, June 10, at the Clarendon Rooms, Liverpool, Solicitors, Mr. Thompson, Liverpool; and Mesers. Cuvelje and Enfeld, Southampton-buildings, Chancery-Isane.

Richard Todd, Bath, Rivery-stable-keeper, May 19, June 10, at the Lamb Inn, Bath. Solicitors, Mr. Drake, Bath; and Mesers. Dax and Bicknell, Lincoln's Innfelds.

fields.

George Perkins, Booth-town, Northowsm, Yorkshire, silk-spinner, May 19, June 10, at the Old Cock Inn, Halifax. Solicitors, Messrs. Alexander, Halifax, and Mr. Emmett, New Inn.

Daniel Day O'Hidge, Bristol, wine-merchant, May 13, June 10, at the Commercial Rooms, Bristol. Solicitors, Messrs. Bevan and Brittan, Bristol; and Messrs. White and Whitmore, Bedford-row.

John Bush and Neast Grevile Prideaux, Bristol, scriveners, May, 13, June 10, at the Commercial Rooms, Bristol. Solicitors, Mr. Grevile, Bristol; and Messrs. Hicks and Braikenridge, Bartlett's-bolidings, Holborn.

Hicks and Braikenridge, Bartlett's-bolisings, Holborns.

DIVIDENDS.

May 20, W. Knight, Gravesend, vietnaller—May 29, J. P. Hicks and C. E. Hicks, factington, Gloucestershire, elothiers—May 21, W. Brookes, New-street-square, Petter-lane, lamp-manufacturer—May 21, E. Ericson and A. B. Callender, Miscingane, corn-factors—May 23, J. Colling, Jun. Newcastle-upon-Tyne, hatter—May 31, J. Smith, Rugby, Warwickshire, dealer in corn and coals—May 23, E. Greenwood, Dover, brewer—May 21, J. Thompson, New York, merchant.

CERTIFICATES to be granted, unless cause he shown to the contrary on or before May 20. W. Birvana, Warnford-court, Throgmorton-street, shock-broker — G. Bayler, Bristol, silk-nercer — M. E. Burnard, Bideford, Devonshire, merchant — H. Buddskinort-street, Snow-hill, tobaccounts — A. M. Camplio, Bathwick, Somenstein, odging-house keeper — G. Saffery, Market Rasen, Lincolnshire, scrivener.

Dam.—Choke-damp, foul air.

Deatly.—Attle or rubbish.

Dead ground.—A portion of the lode in which there is no ore.

Deat.—The end of a level or cross-cut.

Dilluing.—Surveying for the purposes of planning.

Dilluing or tertaing.—Washing ores supported on a hair-bottomed sieve in water.

Dippe.—A small pit.

Dish.—That portion of the produce of a mine which is paid to the landowner or lord, as dues or royalty.

Dossing roll.—The hard rod of divination, by which some pretend to discover lodes.

Druft expire.—As engine used for pumping.

Drefty exp.—A stone impregnated, or traversed by minute veins of ore.

Driving.—Digging horizontally.

Driving.—Digging horizontally.

Driving.—Digging horizontally.

Driving.—Digging horizontally.

Driving.—Office and the supply being acasty, still a steady business has been done at improving prices. At public acation on Tuesday, still halds of New Barbadoes; a very fine pared weat off with great spirit at an advance upon the last prices of 6d, per ewt. on the fine qualities, and nearly is. on the lower sorts; good middling to fine 65s. 6d. to 65s. The deannal yesterday both from the grocers and refusers was very good, more particularly the latter, rather better prices were paid than at the commencement of the week; 199 hids. and 28 tierces of St. Locia sugars, sold at Dreasers.—Cleaners of the ore.

Draw or halk.—To dig away a portion of the rock, &c., on one side of the end, that the blast may be more efficient.

Draw of halk.—To dig away a portion of the rock, &c., on one side of the end, that the blast may be more efficient.

130 hlds. of New Barbadoes sugars will be brought forward to public suction on Tuesday next.

Masrifus.—At public suction on Tuesday 3,000 bags were brought forward, and nearly the whole was bought in about 1s. higher than the valuation; for the small quantity which found buyers that advance was obtained; however, since the sale, almost all have been disposed of at the prices which they were taken in at, low middling 62s. 6d. to 63s. 6d.; fine 64s. to 53o.; good grocery, 66s.; 7000 bags are advertised for public sale on Tuesday aext.

RAST INDIA SUGARS.—There has been a good inquiry for East Isdia sugars, and rather better prices have been gaid, but the business has only been to a limited extent; the holders of Bengal continue very firm in their deimand for higher prices; for the strong qualities of Siam and Java there has also been a steady demand.

Rejized Sugar.—There has been a good demand for refined goo is, but the market being bodly supplied, has prevented business to a considerable extent from being done. The holders are exceedingly firm, and not disposed to sell at present prices; parcels of fine crushed have been, sold at 44s. 6d.; in the crushed sugar of Austerdam manufacture there are but few sales to report; the holders are still asking 42s. 6d.; for grocery descriptions the quotations are a shade higher; Prussian Tumps 33s. to 56s. 6d.; the patint Hamburgh loaves 84s. to 93s.; double refined 96s. to 106s.

COFFEES.—British Plantation coffees are lower, and the buyers only purchase to supply their hum; la's wants; the busin as come was a miliard to a small parcel at public sale yesterday, being the first of the new crop that has been brought forward this season; the quantity was 97 casks and 11 chests of Jamaica, about one-half of which were bought in, the rew at der went off with great dulness at a reduction of 4s. to 3s. per ewf. In East India descriptions there has been but little variation this week in prices.

TEAS.—The Tea trade has been dail and flat all the week, and there are sellers at the cost of last sale; the inspection of the Teas advertised for sale in May will cummence on Monday next. The sales of free-trade Teas, announced to follow the 4,600,000 lbs. put up at the East India Company's June sale contain 46,413 packages, and there are sulvertised for the 17th of next month, which will comprise 29,476 packages.

HOPS.—The Hop market this week is rather quiet, but owing to the supplies being small, the late advance in prices is fully supported.

TALLOW.—There has been scarcely any thing done this week for forward d

### CORN EXCHANGE, APRIL 29, 1836.

There has been a good supply both of Wheat and Flour this week; the Mealit Trade is very firm, and on good terms. Earley obtains rather better prices the last week. Heans and peace are steady in value. The Oat trade is brisk, and vecusion it rather dearey. In other articles no alteration.

Lyo	Qr. 50s to 60s   Oatsp. Qr. 19s to 60s 62s to 42s   Bran 9s to 10s 50s to 42s   Poliard 14s to 20s
(apescod	Mustard Seed, ne. wh. 0s to 0s per Hus Ditto brown 0s to 0s do
	per Sack. Essex & Suffolk, on board 38s to 48s
	Norfolk and Stockton 35s to 379
AVERAGE PRICE OF	GRAIN per Oparter

Wheat Barley Oats Rye | 1 cans | Pens. 32s. 0d. | 3ds. 1d. | 23s. 3d. | 32s. 10d. | 3ds. 0d. | 30s. 3d. | 32s. 10d. | 3ds. 0d. | 30s. 3d. | 40s. 9d. | 3ds. 0d. | 5ds. 0d. | 3ds. 0d. | 3ds

### SMITHFIELD, FRIDAY, APRIL 29.

We have a large market this morning both of fleasts and Sheep; of the former there are a great many brought by steam from Scotland. The best Scots continue at 4s. 6d, and Down and Policet slices at 4s. 10d. In trade Mutton is a shade bet-ter than Monday. Calves and Lambs that are not of the best sescriptions are heavy in sale, and realize but very middling figures. Their top quotations are however, without alteration.

NEWGATE AND LEADENHALL .- By the Carcase.

..... 2s. 8d. 3s. 8d. 4s. 2d. Veal..... 3s. 8d. 4s. 0d. 4s. 6d. Pork..... Lamb, 5s. 8d. to 6s. 4d. . dn. Oct. 4n. Oct. 4n. 10d.

## PURCHASES OF BLACK TIN.

APREL 19, 1406 Tues Guis. Treal

66 7 6 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 6 6 7 6 7 6 6 7 6 No.

1 and 7. Tax. Charlestown U. M.

LOWRTH and Polgooth

CARVEDRASS Wheal Kitty..... Wheal Budnick 120 M'Dewell ... New Crinnis 2 A7. Taxis. Wheal Kitty sick & Tax. Poldice .... 113 : 114 : 127 : 127 : 420 17 10 19 111 A 233 0 42 10 30 18 40 73 30 14 142 05 7 6 1061 5 0 61 10 0 92 5 9 66 15 0 1718 16 8 67 10 0 27 10 0 41 5 0 S & H. Chry Charlestown U. M. 50 ANDOUR, ANDOUR, AND ANAGES and Polycoth ... 254 ... 7 ... 7 ... 14 ... Quantity of B. Tin 145 Total., 8968 17 &

#### PURCHASES OF COPPER ORES AT REDRUTH, APRIL 21, 1806.

Amend

4990 13 4 16 us 11

156		NG JOURNAL,	PRICES OF CHAPPS A. P
PRICES OF STOCKS.  ENGLISH PUBLIC PUNDS.	BRITIS	OF SHARES.  H MINES.    No. of Share  Amount paid   Price.	JOINT STOCK BANKS.
Rays Strock, 8 per Cent.   Seedly,   Wester,   Westersky,   Thereby,   Friendly,   Thereby,   The	8,000 Albion Copper   3   4   4   4   5   6   8   8   6   8   8   6   8   8	6,000 Perran Consols. 1 14 2,000 Polbrero Consols 2 24 10,000 Polbrero Consols 3 9 4 10,000 Rhymney Iron 10 10 2,000 Redmoor Consols 4 4 10,000 Redmoor Consols 4 4 10,000 Redmoor Consols 4 1 1,000 Redmoor Consols 4 1 2,000 S. Wheal Leissure 2 1 2,000 St. Hilary 2 2 2,000 Tavistock. 2 2 2,000 Tavistock. 2 2 2,000 Tavistock. 2 2 2,000 Wendron 14 1 2,000 Wend Fabrothers 2 3 2,000 Wend Rothers 2 3 2,000 Wend Rothers 2 3 2,000 Wend Rothers 30 3,000 West Cork 30 3,000 West Cork 30 3,000 West Cork 30 3,000 Wend Rothers 30 4,000 Whall Rothers 30 4,000 Whall Rothers 31 4 6,000 W. Whil. Brothers 3 4 6,000 Whall Rothers 3 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Na. of Shores   Assessing old   Price   No. of Shores   No.
India Stock Om. for Op. Apr.)4   Section 1   Section 2   Section 2   Section 3   Section	10,000 Anglo Mexican. 100 54 Do. Subscription 25 54 6	6,000 Wheal Gilbert 1   12   12,000 West Treaven   1   1   6,000 Wicklow Copper   2   64     12,000 Mocaubas & Coc.   2   114   125   12,000 New Granada 3   1,000 Penules 12   12	4,800 Elrmingham 25   26   11   1,500 Nw. Riv. Lundon
Austrian, 5 per Cent	2,000 Bolanos 150 144 24 10,000 Brazilian Imp 20 23, 10,000 Bolivar 20 114 10,000 Ditto Scrip 4 64 10,000 Candonga 74 64 10,000 Cata Branca 64 73 12,000 Cobre Copper 30 304 8,500 Colombian 55 Bay 1,500 Ditto New 1J 184 10,600 Copiapo 124 204 20,600 Gen. Min. Ass. 15 74 6,155 Mexican Comp. 434 24 3	1,070 Penoles   12   3,660 Ditto Subscrip.   12   14,582   10. nuregister.   635 25 4   10. nuregister.   635 25 4   11,000 81. John offel Rey 8; 5   30,000 United Mexican 40   30,000 United Mexican 40   50. Scrip.   5   45   5,000 Un. Gold   95   13   14   4   5,000 Un. Gold   95   13   14   4   4   5   5   5   5   5   5   5	121 Colchester.   100   4,631 East London,   100   4,630 East London,   100   4,600 Glasgow   50   4,500 Grand Junction   41   514   5,400 Edin, JointStock   25   2,000 Keul   100   46   1,500 Portsan, & Parigins   50   4   5,000 W. Middx \$63, 12s. 9d.   76   4   1,350 York Buildings.   100   100 Vansh. It S. Lon.   100   1,350 York Buildings.   100
Danish, 3 per Cent. 764 70 20 20 20 20 20 20 20 20 20 20 20 20 20	2,500 Ayleabury 1 25 2 142 15,000 Birming & Derby 5 122 144 9,500 Bir & Gloucester 5 100 Bir Bris & Th June 1 660 Bolton & Leigh 100 Ditto 1 Shares 23 10,009 Calcutta & Sangur 2 10,009 Calcutta & Sangur 2 12 3 3	WAYS. 5,100 Liveri.&Manchr. 100   255 5,100 Do. 4 Shares	300 Barking
Ditto, Sew ditto	550 Cheltenham. 100 7,500 Chelt & Gt. West. 24 2,000 Clarence	45,000 Lon. & Brig. Gibbs 1 1,74,204 10,000 Do. Stephenson 5 1,74,204 16,000 Do. Stephenson 5 1,74,204 16,000 Lond. Grand Jun. 2 2 2 4 3 12,000 Lond. Grand Jun. 2 4 3 14,000 Manch. & Chestr 2 1,000 Manch. & Chestr 2 1,000 Manch. & Leeds 5 10,000 Manch. & S. Union 2 5 10,000 North Midand. 5 13 1 1 1,500 Stanlape & Tyne 100 12,000 Manch. & S. Union 2 1 1 1,500 Stanlape & Tyne 100 12,000 Manch. & S. Union 2 1 1 1,500 Stanlape & Tyne 100 12,000 Manch. & S. Union 2 1 1 1 1,500 Stanlape & Tyne 100 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MISCELLANEOUS   10,000 Anglo Mex. Min.   10   10,000 Australian Agric. 204   41   2,500 Easex Mar. Saik   6t.   13,000 Gen. St. Nav. e. d.   13   13,000 Gen. St. Nav. e. d.   13   14   14   15   16,000 Canada Comp
Exchange   100f.80e   100f.80e   101f.   101f.   101f.	23,066 Great Western. 10 35 64 90 3,000 Hartlepool 100 3,000 Hudders, & Leeds 2 2,100 Hull and Relby. 5 8c. Helens & R.G. 100 250 Ken. & Leigh Jun. 100 CAN.	South Durham 2½ 3 28,000 South Eastern 2 7 40,000 South Western 1 1½ 3,500 Warring, & Newt 100 6,500 Victoria 1 3 2 6,000 Vork & Nr. Midl. 1 5½ 2 ALS.	PRICES OF SHARES AT LIVERPOOL.  ### 5. d. Liverpool Coal Gas
Bank Stock   207   Royal Canal Stock   10 0 0 363	1,760 Ash. & Oldh 971. les. 162   1,482 Ashby-de-la-Zeh 113   65   720 Harnsley   160   275   1,206 Hasingstoke   160   275   1,006 Breckn. & Aberg. 150   90   4,000 Do. & Liver. Jun. 100   206   4,000 Do. & Liver. Jun. 100   30½   300	247 Neath 100 325 100 Nene Navig Bds 100 1,746 Oxford 100 550 522 Oakham 130 38 2,400 Peak Forest 78 104 2,520 Portsm.&Arundel 50	Middland ditto
New York 6   1037   100   1   100   1   100   1   100   1   1	4,546 Croydon 31/, 2s. 10d. 3 11,810 Do. Bonds. 22/, 74 64 20,000 Danube & Mayne 124 74 64 20,000 Derby. 100 78 600 Derby. 100 120 Edin. & Glass Un. 50 Do. Allocated . 96 3,575 Ellesmere & Ches. 133 84 231 Erewsh 160 480 1,297 Forth & Clyde 400 16s. 500 1,000 Grand Junction 100 25 1,819 Grand Union . 100 25 1,521 Grand Surrey . 100	21,418 Regent. 337,168, 84, 18 5,639 Rechdale. 85 120 500 Shropshire. 125 140 880 Somerset Coal. 150 146 45,000 Do. Lock Fnd St. 124 114 700 Stafrd. &Worces. 140 690 500 Shrewshury. 125 245 300 Shourbridge. 145 263 5,642 Straton-Av. 797, 9 8 423 200 Stroudwater. 150 550 533 Swansea. 100 215 5,762 Sev. & Wye & Rail 35 174 1,800 Thams & Sev. his. 100 294	Union Line dilto   100   125   0     St. Melens and Runcorn   100   36   0     Celcester & Swanning. do. 36   0     Lelcester & Swanning. do. 36   0   0     Manchest. Bolton, & Bury   Railway and Canal   40   128   10   0     Wilts and Dorset   100   128   10   0     PRICES OF SHARES AT BIRMINGHAM.   18   0     BANKING COMPANIES. & 8. & 8. d.   BALEWAYS. & 8. & 8. d.     BANKING COMPANIES. & 8. d.   Careat Northern   2   0   2   15   0     Olimercial Bank of Engl. 5   2   4   0     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   4   0     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   4   0     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   4   0     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   4   0     Wat Tresavean.   1     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   4   0     Wat Tresavean.   1     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   4   0     Wat Tresavean.   1     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   0     Wat Tresavean.   1     Killewerris Copper and Tin   1     Lond. & BIRIMING (Rannic's)   2   0   0     Olimercial Bank of Engl. 5   2   0     Killewerris Copper and Tin   1     Killewe
Price   Pric	120,000 Do. (optional) Ln. 190, 75   3,086 Gr. Western 190 19   600 Glamorg, 1724, 13a, 4d, 239   144   239 Do. (optinl.) Notes   60   144   239 Do. (optinl.) Notes   60   749 Grantham 150   362   6,288 Hudderfield 574, 6a, 6d, 314   100 Kensington 100   19   25,328 Hudderfield 574, 6a, 6d, 314   11,6994 Lancaster 474   25   2567 g Leeda & Liverpi, 100   319   548 Leicester 130   149	1,100 DO, DO, Fed. 100 329 2,6004 Tru. & Mer. 4 Sh. 100 600 (350 Tavistock (nin.) 100 St. 100 Th. & Med. 107, 5e. 8d. 2 5 3,344 Do. New 5. 8d. 2 5 3,444 Do. New 6. 8d. 100 276 8 Thames & Iss. 100 276 8 5,000 1,0004 War. & Bir. 100 276 8 5,000 Witts & Bis., 477, 10 8 184 184 185 185 185 185 185 185 185 185 185 185	Sank of Birmingham   10   15   0   0   North Midland   5   0   14   10   0
Ditto   23 90   25 72 20 82   Palermo   122    ca   122    122      Marseilles   25 90   25 72   20 80      Frankfort on Main 154   1534   1535   Oporto   564    562    56      Bertin   cur. doll.   7	2,000 & 1,053 Commrt. 100 09,607 East India Stock 1,058 East Country 100 383,310 Loudon . Stock Ditto Bonds	15,000 Ditto Bonds	Irming.k Liver_Junct. 100
COAL MARKET, LONDON.   APRIL, 1856.   Sunderland.   April 25th   25th	56,000 Alliance ilr. & For 10   124 50,000 Do, Marine 5   54 24,000 Aftas 5   144 12,000 British Fire 50   40 12,000 British Comerci 5   61 1,000 Calcdonian Fire 10   15 2,000 Calcdonian Fire 10   15 2,000 Calcdonian Fire 10   15	10,000 Law Life	PRICES OF METALS.  ** d.   **
Benshan	200 Reonomic Life. 250 375 0,000 Edinburgh Life. 10 2,271 Kuropean Life. 20 22 0,000 Globe Stock 159 0,000 Globe Stock 159 0,000 Globe Stock 159 0,000 Globe 5 64 0,000 Globe 5 64 0,000 Hope 5 64 7,500 Hercules 10 15 7,500 Inperial Life. 10 19 3,458 Indem.Mar. 54.13s.6d, 17	60,000 Rock Life	Succts.   45, 0   1   0   1   1   1   1   1   1   1
Tandeld Moor Bute's   18	0,000 Alliance	20,000 Green's Raffie Gas 10s. 10,000 Imperial. 50 85,000 Do. Honds 1607. 1,200 Ipswich 10 2,830 Independent. 30 48 2,930 Independent. 30 48 2,930 Leith Coal Gas 20 35 600 Liverpool. 2427. 18s. Do. N. GaseCoke 100 Do. (New Do.). 60 2,000 Maidstone 50 9,000 Phomix 20 9,000 Phomix 20 33 3379 Parters 25 34	Foreign
Bell's Printrose	240 Casterbury 50 60 Cheltenstord 50 42 300 Cheltenstord 50 75 75 7000 City of Londons 100 185 80 Coventry 25 25 200 Derby 50 180 Dover 60 115 80 Dover 60 116 80 Dover 60 180	304 Poplar 50 1,006 Ratcliff 50 65 409 Ruchdale 15 4,000 South Metropol 17, 17 1,60 Shreffield 144 1,000 Shrewsbury 10 Me	TIDE TABLE.  HIGH WATER AT LONDON BRIDGE, from April 30 to May 6.  Satur. 1 3 144 224 3 6 3 50 4 36 5 24 6 700000 1 24 2 4 2 45 3 25 4 13 4 39 5 52
Preventing winds W. by S.N. and N. by E. Except the morning of the 21st, and afternoons of the 22st and 24th, generally cloudy, with frequent rain. Rain fallon, 35 of an inch.	the District Control of the	249 Warwick 50 50 400 Wakefield 25 222 750 Warrington 20 222 2,000 Westme. Chartd 50 564 6,000 Pitto New 10 10	ndon: Printed and Published by HENRY ENGLISH, the Proprietor, at his office, No. 12, Gough-square, Piert-street, in the city of London; where ill Communications and Advertisements are requested to be forwarded, out paid.